360iResearch

Anchor Handling Towing Supply Vessel Market

Global Forecast 2026-2032

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1. Preface

1.1. Objectives of the Study

- Determine how Newbuild Vessel Supply, Existing Vessel Sales, and Vessel Capacity Hire address different acquisition and capacity-access decisions, and establish the boundaries needed for meaningful comparison.
- Identify the vessel specifications, documented positioning and ice capabilities, fuel and power configurations, and buyer approvals that must be verified before an AHTS offering qualifies for a particular mission.
- Examine project-specific access requirements, including applicable vessel eligibility, ownership or local-participation conditions, and approval obligations, without assuming that global inclusion establishes access to every jurisdiction.
- Assess switching between owned vessels and hired capacity, and between capacity suppliers, by examining delivery timing, mobilization commitments, vessel condition, configuration fit, and continuity of contracted responsibilities.
- Distinguish the commercial implications of propulsion architecture, fuel capability, battery integration, pulling capability, power, and deadweight without treating one characteristic as proof of another or presuming universal performance advantages.
- Connect Primary Mission and End-use Industry coverage to the Contracting Buyer and documented work requirement, distinguishing an included application from demonstrated demand, supplier capability, and buyer acceptance.
- Compare Bareboat Charter, Crewed Vessel Charter, and Vessel-service Contract obligations alongside commitment duration and contracting channel, identifying the responsibilities and additional services that affect like-for-like procurement decisions.
- Evaluate supplier capability against the offering actually required: newbuild delivery, existing-vessel transfer, or qualified vessel-capacity provision, rather than inferring commercial capability from category membership alone.

1.2. Market Definition

The global Anchor Handling Towing Supply Vessel market covers finished anchor handling tug supply (AHTS) vessels and access to their capacity through Newbuild Vessel Supply, Existing Vessel Sales, and Vessel Capacity Hire. The studied commercial subject is the vessel offering or contracted vessel capacity, rather than the economic output of the project supported by that vessel.

The scope includes the accepted propulsion, fuel, positioning, mission, end-use, buyer, contracting, performance, ice, and battery categories. The mission and end-use categories identify included application contexts; they do not imply that every AHTS vessel has the equipment or approval needed for every task. Shipping & Port Infrastructure and Defense & Security are included uses of AHTS offerings, not an expansion to every harbor tug or naval vessel.

Vessel-service Contract coverage concerns the AHTS-linked vessel service rather than the entire offshore construction, energy, mining, research, or environmental project. Equipment embedded in an included vessel is part of its configuration. Separately sold materials, engines, batteries, positioning systems, design services, repair work, and port facilities remain adjacent value-chain activities, not separate commercial offerings in this study. An adjacent vessel type does not enter the scope solely because it performs a listed mission.

1.3. Market Segmentation & Coverage

Commercial Offering distinguishes Newbuild Vessel Supply, Existing Vessel Sales, and Vessel Capacity Hire. These categories separate vessel creation and delivery, ownership transfer, and access to capacity. They are included commercial activities, not automatically additive measures of the same event.

Propulsion Architecture covers Mechanical Drive, Electric Drive, and Combined Mechanical-Electric Drive. Fuel Capability separately covers Conventional Liquid-fuel Only and Alternative-fuel Capable. Dynamic Positioning Class retains Non-DP, Class xx.xx Positioning, DP Class xx.xx DP Class xx.xx and DP Class xx.xx. ABS's DPS-xx.xx notation illustrates a positioning category combining manual position control with automatic heading control; correspondence with a particular vessel's notation must be verified rather than inferred from the study label.

Primary Mission includes Anchor Handling & Mooring; Towage & Positioning; Supply & Logistics; Offshore Construction & Intervention Support; Survey, Inspection & Research; Standby & Emergency Response; Environmental Cleanup; and Ice Management & Icebreaking. This axis describes the work role being examined without treating multipurpose capability as a universal qualification.

End-use Industry includes Oil & Gas; Offshore Renewable Energy; Electric Power Transmission; Telecommunications; Offshore Mining; Aquaculture; Shipping & Port Infrastructure; Marine Science & Research; Maritime Safety & Environmental Protection; and Defense & Security. It identifies the supported industry or public-service context, separately from the entity contracting for the vessel.

Contracting Buyer covers Vessel Owners & Operators; Vessel Investors & Lessors; Asset Owners & Project Operators; Offshore & Marine Service Contractors; Public Maritime Authorities; and Research & Environmental Project Sponsors. This distinction supports analysis of who acquires the asset or commits to capacity, rather than assuming that the ultimate project beneficiary is always the buyer.

Charter Delivery Model covers Bareboat Charter, Crewed Vessel Charter, and Vessel-service Contract. Bareboat access assigns vessel possession and control to the charterer; the models therefore require attention to the responsibilities purchased or retained. Charter Commitment distinguishes Spot and Task Hire from Term Hire, while Contracting Channel distinguishes Direct Contracting from Broker-assisted Contracting. These charter lenses apply to capacity-hire arrangements without implying that every ownership transaction has a charter attribute.

Bollard Pull covers Low Bollard Pull, Medium Bollard Pull, and High Bollard Pull. Installed Propulsion Power separately covers Low Propulsion Power, Medium Propulsion Power, and High Propulsion Power. Deadweight Capacity covers Low Deadweight, Medium Deadweight, and High Deadweight. The axes preserve distinct capability dimensions; comparisons require consistent band meanings rather than treating the labels as interchangeable specifications.

Ice Capability includes Unstrengthened, Ice-strengthened, and Icebreaking. Battery Integration distinguishes Battery-integrated Power Systems from Power Systems Without Integrated Batteries. These configuration lenses remain separate from propulsion architecture and fuel capability. All root axes describe alternative views within the global scope rather than additional opportunities to be summed.

Table 1. Global Anchor Handling Towing Supply Vessel Market Segmentation & Coverage

Segmentation	Coverage
Battery Integration	• Power Systems Without Integrated Batteries • Battery-integrated Power Systems
Bollard Pull	• Medium Bollard Pull • Low Bollard Pull • High Bollard Pull
Charter Commitment	• Term Hire • Spot and Task Hire
Charter Delivery Model	• Crewed Vessel Charter • Vessel-service Contract • Bareboat Charter
Commercial Offering	• Vessel Capacity Hire • Existing Vessel Sales • Newbuild Vessel Supply
Contracting Buyer	• Asset Owners & Project Operators • Offshore & Marine Service Contractors • Vessel Owners & Operators • Vessel Investors & Lessors • Public Maritime Authorities • Research & Environmental Project Sponsors
Contracting Channel	• Direct Contracting • Broker-assisted Contracting
Deadweight Capacity	• Medium Deadweight • Low Deadweight • High Deadweight

Table 1 - continued

Segmentation	Coverage
Dynamic Positioning Class	• DP Class xx.xx • Non-DP • DP Class xx.xx • Class xx.xx Positioning • DP Class xx.xx
End-use Industry	• Oil & Gas • Offshore Renewable Energy • Electric Power Transmission • Maritime Safety & Environmental Protection • Shipping & Port Infrastructure • Offshore Mining • Telecommunications • Aquaculture • Defense & Security • Marine Science & Research
Fuel Capability	• Conventional Liquid-fuel Only • Alternative-fuel Capable
Ice Capability	• Unstrengthened • Ice-strengthened • Icebreaking
Installed Propulsion Power	• Low Propulsion Power • High Propulsion Power • Medium Propulsion Power
Primary Mission	• Anchor Handling & Mooring • Supply & Logistics • Towage & Positioning • Offshore Construction & Intervention Support • Standby & Emergency Response • Ice Management & Icebreaking • Survey, Inspection & Research • Environmental Cleanup
Propulsion Architecture	• Mechanical Drive • Combined Mechanical-Electric Drive • Electric Drive

Sources & Evidence

1. Tidewater Inc. - Form 10-K for the Year Ended December 31, 2025
   - Taxonomy evidence: The filing distinguishes AHTS vessels from PSVs and identifies charter contracts as an operating revenue source. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Charter services provide vessel and crew on a service-day basis. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Vessel-and-crew provision establishes an operated-capacity responsibility model. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Note xx.xx describes the company's charter revenue as vessel-and-crew services paid by service day. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
   - Taxonomy evidence: Mobilization fees remain charter components, not separate performance obligations. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its reported charter service supplies vessel and crew; mobilization payments remain components of the charter. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
   - Taxonomy evidence: Published spot and term duration ranges overlap; duration alone cannot create exclusive categories. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its reported term charters last a few months to several years, while spot charters last one day to several months. Those published duration ranges overlap. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
   - Taxonomy evidence: Spot time charters range from one day to several months. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: The filing identifies spot time-charter employment lasting one day to several months. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
   - Taxonomy evidence: Term employment generally uses fixed daily hire, sometimes with escalation provisions. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its term employment generally uses a fixed daily hire rate, with escalation provisions in some longer agreements. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
   - Taxonomy evidence: Its AHTS fleet groupings use engine brake horsepower, not deadweight. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its own AHTS fleet classification distinguishes small, medium, and large engine-BHP groupings. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
   - Taxonomy evidence: Its small AHTS grouping generally reaches xx.xx BHP. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its small AHTS grouping generally includes engine power up to xx.xx BHP. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
   - Taxonomy evidence: Its medium grouping generally spans xx.xx-xx.xx BHP. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its medium AHTS grouping generally spans xx.xx-xx.xx BHP. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
   - Taxonomy evidence: Its large grouping exceeds xx.xx BHP. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its large AHTS grouping exceeds xx.xx BHP. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))

2. ABS - Guide for Dynamic Positioning Systems, February 2024
   - Taxonomy evidence: The guide maps DPS-xx.xx DPS-xx.xx and DPS-xx.xx to corresponding IMO equipment classes while treating DPS-xx.xx as a distinct ABS system class. This supports class-based allocation rather than operating-mode allocation. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))
   - Taxonomy evidence: The ABS guide applies to offshore support vessels and expressly maps DPS-xx.xx DPS-xx.xx and DPS-xx.xx to IMO equipment Classes xx.xx xx.xx and xx.xx. DPS-xx.xx is a separate society system class. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))
   - Taxonomy evidence: ABS states that these notations are assigned on owner request. As an allocation inference, absence of a notation alone cannot establish absence of installed positioning equipment. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))
   - Taxonomy evidence: DPS-xx.xx uses manual position control with automatic heading control and is not an IMO automatic DP equipment class. The definition does not establish a qualifying AHTS installation. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))
   - Taxonomy evidence: ABS DPS-xx.xx concerns centralized manual position control with automatic heading control, rather than an IMO automatic DP equipment class. This supports retaining a distinct Class xx.xx positioning category. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))
3. ClassNK Technical Information TEC-1127 - Introduction to the Outcomes of MSC 98, Including MSC.1/Circ.1580
   - Taxonomy evidence: The reproduced IMO circular defines equipment classes through failure consequences and permits operation within an assigned class and lower classes. Allocation to the highest documented class is an analytical rule preventing duplicate counting. ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))
   - Taxonomy evidence: Class xx.xx allows loss of position or heading following a single fault. ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))
   - Taxonomy evidence: Class xx.xx addresses continued positioning following the specified single active-component or system fault. ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))
   - Taxonomy evidence: Class xx.xx additionally considers compartment loss through fire or flooding; this is class-definition evidence, not proof of AHTS adoption. ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))
   - Taxonomy evidence: The circular recognizes alternative energy storage as a potential thruster power source, separately from the positioning-class question. This supports an independent operational-storage axis without establishing a particular installation. ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))
4. BOURBON Strengthens Its Fleet: 13 New Vessels Worth Over $180 Million, With 10 Vessels Already Under Contract
   - Taxonomy evidence: The April xx.xx 2026 announcement reports completed acquisition and reactivation of diesel-electric AHTS assets. It supplies contemporary category evidence beyond a historical AHTS subsequently converted to another vessel use; it does not identify base-year hull allocations. ([bourbonoffshore.com](https://www.bourbonoffshore.com/en/bourbon-strengthens-fleet-xx.xx-new-vessels))
   - Taxonomy evidence: Acquisition of an existing AHTS from a leasing group establishes an asset-transfer stream distinct from newbuild delivery and customer hire. ([bourbonoffshore.com](https://www.bourbonoffshore.com/en/bourbon-strengthens-fleet-xx.xx-new-vessels))
   - Taxonomy evidence: The acquisition is explicitly for integration into an operated offshore fleet, supporting the operating-fleet purchaser role. ([bourbonoffshore.com](https://www.bourbonoffshore.com/en/bourbon-strengthens-fleet-xx.xx-new-vessels))

5. Wärtsilä - How Rawabi Cut Emissions on an AHTS Vessel With a Hybrid System

   · Taxonomy evidence: The February xx.xx 2023 installation case identifies Rawabi xx.xx as an AHTS and documents completed integration of conventional engine gensets with batteries, including DP power support. Fuel and transmission classifications are not substitutes for this storage characteristic. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))

   · Taxonomy evidence: Wärtsilä documents a completed Rawabi xx.xx AHTS hybrid retrofit combining conventional engine gensets with batteries and discusses its DP power-support role. This establishes actual AHTS operational battery integration independently of alternative-fuel capability. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))

   · Taxonomy evidence: The account describes achieved retrofit operation rather than merely a battery-ready design, supporting actual operational battery integration. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))

   · Taxonomy evidence: The case describes the installed engine-and-battery combination as an achieved retrofit, whereas a second vessel's upgrade was still underway at publication. It supports completed battery integration without treating announced upgrades as installed capacity. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))

6. Atlantic Towing - Our Services

   · Taxonomy evidence: The operator explicitly identifies Atlantic Eagle and Atlantic Raven as AHTS vessels contracted to the Canadian Coast Guard and describes emergency-towing provision. This closes the earlier qualifying-vessel identity gap for the independently documented civil emergency program. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))

   · Taxonomy evidence: The identified AHTS contract serves the Coast Guard emergency-towing program, corroborating public maritime-protection demand rather than petroleum-only employment. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))

   · Taxonomy evidence: The Coast Guard is identified as the contracting public authority for qualifying AHTS capacity. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))

   · Taxonomy evidence: The operator describes the identified AHTS employment as a long-term contract, supporting continuing-capacity commitment rather than a discrete spot job. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))

7. Government of Canada Extends Contract for Marine Emergency Towing Vessels on the West Coast

   · Taxonomy evidence: The November xx.xx 2021 government release documents dedicated emergency-towing leases for Atlantic Eagle and Atlantic Raven, including distress response, rescue, and environmental duties. Combined AHTS identity is corroborated independently by the operator. ([canada.ca](https://www.canada.ca/en/canadian-coast-guard/news/2021/xx.xx/government-of-canada-extends-contract-for-marine-emergency-towing-vessels-on-the-west-coast.html))

   · Taxonomy evidence: The November xx.xx 2021 government release documents leased vessels dedicated to emergency towing, with search-and-rescue and environmental-response roles.

   · Taxonomy evidence: The release does not itself state the vessels' combined AHTS classification.

   · Taxonomy evidence: The leases serve general protection of mariners and the marine environment, rather than a particular commercial offshore project. ([canada.ca](https://www.canada.ca/en/canadian-coast-guard/news/2021/xx.xx/government-of-canada-extends-contract-for-marine-emergency-towing-vessels-on-the-west-coast.html))

   · Taxonomy evidence: The lease serves a general program protecting mariners and the marine environment rather than a particular petroleum or infrastructure project.

   · Taxonomy evidence: The Government of Canada awards and extends the vessel leases, establishing the direct public-procurement role. ([canada.ca](https://www.canada.ca/en/canadian-coast-guard/news/2021/xx.xx/government-of-canada-extends-contract-for-marine-emergency-towing-vessels-on-the-west-coast.html))

   · Taxonomy evidence: The Canadian government is the direct procuring authority for the leased emergency-towing services. This supports the public-mandate buyer role, conditional on independent qualifying-vessel classification.

   · Taxonomy evidence: A continuing lease and its one-year extension establish historical firm-period employment, not evidence of perpetual current availability. ([canada.ca](https://www.canada.ca/en/canadian-coast-guard/news/2021/xx.xx/government-of-canada-extends-contract-for-marine-emergency-towing-vessels-on-the-west-coast.html))

8. Lloyd Todd's Post - OMSAT Charter of Era Maritim (DP1 AHTS) for Telecommunications PLGR Projects

   · Taxonomy evidence: An OMSAT-affiliated representative announces chartering Era Maritim, described as a DP1 AHTS, for pre-lay grapnel-run projects serving telecommunications customers. This is dedicated telecom project support, not incidental fiber in a power-cable project; independent dating, class records, and completion remain absent. ([linkedin.com](https://www.linkedin.com/posts/lloyd-todd-08704b8_offshore-maritime-subsea-advanced-technologies-activity-xx.xx-dgrt))

   · Taxonomy evidence: The announced AHTS charter supports cable-route preparation. It establishes an announced physical project-support scope, not an observed allocation of completed service days. ([linkedin.com](https://www.linkedin.com/posts/lloyd-todd-08704b8_offshore-maritime-subsea-advanced-technologies-activity-xx.xx-dgrt))

   · Taxonomy evidence: OMSAT states that it charters the vessel for its telecommunications customers, supporting contractor-principal procurement rather than ultimate-network-owner procurement. Contract terms remain undisclosed. ([linkedin.com](https://www.linkedin.com/posts/lloyd-todd-08704b8_offshore-maritime-subsea-advanced-technologies-activity-xx.xx-dgrt))

9. DNV - IMO Polar Code Services
   - Taxonomy evidence: DNV distinguishes structural ice-strengthening classes, an Icebreaker notation, and Winterized equipment notations. This supports a functional capability partition without substituting cold-weather equipment or geography for structural approval. ([dnv.com](https://www.dnv.com/maritime/polar/services/))
   - Taxonomy evidence: DNV distinguishes ice-strengthening classes, an Icebreaker notation, and Winterized notations as separate certification characteristics. This supports classification by structural and functional capability rather than operating geography. ([dnv.com](https://www.dnv.com/maritime/polar/services/))
   - Taxonomy evidence: Polar and Baltic ice-strengthening notations are listed separately from icebreaker status; this does not establish uniform numerical equivalence among regional classes. ([dnv.com](https://www.dnv.com/maritime/polar/services/))
   - Taxonomy evidence: DNV identifies polar and Baltic ice-class notations as ice-strengthening categories. They are not interchangeable with winterization equipment or automatic icebreaker status. ([dnv.com](https://www.dnv.com/maritime/polar/services/))
   - Taxonomy evidence: The Icebreaker notation applies to ships specially designed to break ice. A qualifying AHTS installation still requires hull-specific documentation. ([dnv.com](https://www.dnv.com/maritime/polar/services/))
   - Taxonomy evidence: DNV identifies Icebreaker as a separate notation for ships specifically designed to break ice, supporting a higher functional category when a qualifying AHTS holds that approval. ([dnv.com](https://www.dnv.com/maritime/polar/services/))
10. DOF - Skandi Iguaçu
   - Taxonomy evidence: The qualifying AHTS specification reports xx.xx tonnes DWT, placing its published capacity above the retained analytical threshold. The page does not establish the certified summer-load basis and requires specification verification. ([dof.com](https://www.dof.com/fleet/skandi-iguacu))
   - Taxonomy evidence: The independently inspected AHTS specification reports xx.xx-tonne DWT, corroborating a qualifying hull above the analytical high-capacity threshold. The page does not explicitly identify the load-line rating basis and cautions that specifications require verification. ([dof.com](https://www.dof.com/fleet/skandi-iguacu))
   - Taxonomy evidence: The same hull lists ICE (1B) separately from Winterized (Basic), corroborating structural strengthening as distinct from cold-weather equipment. ([dof.com](https://www.dof.com/fleet/skandi-iguacu))
   - Taxonomy evidence: The qualifying AHTS specification lists ICE (1B) separately from Winterized (Basic), providing a concrete distinction between structural ice class and cold-weather equipment. ([dof.com](https://www.dof.com/fleet/skandi-iguacu))
11. Royal IHC - Anchor Handling Tug Supply Vessel (AHTS)
   - Taxonomy evidence: The AHTS design page markets methanol-fueled and methanol-battery-hybrid configurations but also uses methanol-ready wording. It establishes an offered configuration, not a named delivered vessel with installed permitted methanol operation. ([royalihc.com](https://www.royalihc.com/offshore-energy/offshore-vessels/floating-wind-vessels/anchor-handling-tug-supply-vessel-ahts))
   - Taxonomy evidence: Royal IHC markets methanol-fueled and methanol-battery-hybrid AHTS designs while also describing them as methanol-ready. This establishes an offered alternative-fuel configuration, but the page does not identify a delivered hull with documented installed methanol operating capability. ([royalihc.com](https://www.royalihc.com/offshore-energy/offshore-vessels/floating-wind-vessels/anchor-handling-tug-supply-vessel-ahts))

12. BIMCO - BARECON 2017

- Taxonomy evidence: BARECON distinguishes a vessel lease transferring possession and operational responsibility from provider-operated vessel capacity. It establishes a responsibility model rather than a duration category. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
- Taxonomy evidence: BARECON defines a vessel lease transferring possession and control to the charterer, distinct from provision of an operated vessel. This establishes a contractual responsibility model rather than a charter-duration segment. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
- Taxonomy evidence: The charterer assumes control and generally pays crewing and operating expenses, supporting the uncrewed-vessel allocation. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
- Taxonomy evidence: Under the described bareboat model, the charterer generally bears crew, fuel, maintenance, and insurance expenses. These responsibilities support the vessel-without-provider-crew category. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
- Taxonomy evidence: The agreement is a lease, supporting temporary vessel-capacity provision rather than ownership-transfer revenue. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
- Taxonomy evidence: BIMCO describes BARECON as a lease under which the charterer obtains possession and control of the ship and assumes operating responsibilities. This establishes vessel leasing as capacity provision rather than a whole-vessel sale. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))

13. BIMCO - Commercial: Who's Who?

- Taxonomy evidence: BIMCO distinguishes a professional intermediary from a chartering principal and states that shipbrokers facilitate chartering and vessel sale-and-purchase transactions. This supports intermediary participation as the channel question. ([bimco.org](https://www.bimco.org/news-insights/shipping-explained/commercial/commercial-whos-who/))
- Taxonomy evidence: BIMCO distinguishes a shipbroker's intermediary role from a charterer's principal role and states that brokers can facilitate both vessel chartering and vessel sales. This supports intermediary participation as a separate classification question. ([bimco.org](https://www.bimco.org/news-insights/shipping-explained/commercial/commercial-whos-who/))
- Taxonomy evidence: A shipbroker connects and negotiates between principals. The role definition supports broker-assisted contracting but does not establish a completed AHTS-specific brokered transaction. ([bimco.org](https://www.bimco.org/news-insights/shipping-explained/commercial/commercial-whos-who/))
- Taxonomy evidence: A shipbroker connects owners and charterers and assists negotiations; the same commercial role can facilitate ship purchases and sales. The page establishes the maritime role, not an AHTS-specific completed broker-assisted transaction. ([bimco.org](https://www.bimco.org/news-insights/shipping-explained/commercial/commercial-whos-who/))

14. NEWBUILDCON

- Taxonomy evidence: BIMCO identifies NEWBUILDCON as an international shipbuilding contract for transactions between shipowners and shipbuilders. This supports construction-based whole-vessel supply as a distinct commercial offering. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/newbuildcon/))
- Taxonomy evidence: NEWBUILDCON applies to shipbuilding across jurisdictions and ship types, supporting a newbuild vessel-supply category rather than treating construction as a charter service. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/newbuildcon/))

15. SHIPSALE 22
    - Taxonomy evidence: BIMCO identifies SHIPSALE xx.xx as a standard memorandum of agreement for ship sale and purchase, establishing a whole-vessel asset-transfer instrument distinct from hire contracts. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/shipsale-xx.xx/))
    - Taxonomy evidence: SHIPSALE xx.xx addresses the sequence of a ship sale-and-purchase transaction. It supports the asset-transfer basis of existing-vessel sales; the AHTS-specific application is corroborated separately by reported vessel transactions. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/shipsale-xx.xx/))
16. SUPPLYTIME 2017
    - Taxonomy evidence: BIMCO identifies SUPPLYTIME as a time charter party for offshore support vessels, supporting temporary vessel-capacity provision as a commercial offering independent of vessel ownership transfer. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017/))
    - Taxonomy evidence: SUPPLYTIME is a standard time-charter agreement specifically for offshore support vessels, supporting operated-capacity contracting as distinct from bareboat leasing. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017/))
    - Taxonomy evidence: The offshore-support time-charter form provides a contractual basis for crewed vessel capacity; it does not establish whether an individual fixture is spot or term solely from its form name. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017/))
17. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
    - Taxonomy evidence: The April xx.xx 2024 procurement notice requests AHTS vessel services for a defined service period. Its scope combines drilling supply, rig moves and anchor handling, cargo transport, and secondary emergency duties, establishing demand for vessel services rather than vessel acquisition. ([sakaenergi.com](https://www.sakaenergi.com/wp-content/uploads/2024/xx.xx/Tender-Announcement-in-CIVD-BID-xx.xx-xx.xx-rev01-signed-xx.xx.pdf))
    - Taxonomy evidence: The April xx.xx 2024 AHTS procurement distinguishes drilling-support supply, rig-move and anchor-handling work from secondary standby and emergency obligations. This supports separating principal missions from ancillary duties.
    - Taxonomy evidence: The requested AHTS service expressly includes anchor-handling work supporting drilling activity.
    - Taxonomy evidence: Rig-move assistance is an expressly requested AHTS service.
    - Taxonomy evidence: The AHTS scope includes transporting deck, bulk, and liquid cargo and supplying materials, fuel, and water.
    - Taxonomy evidence: The scope specifies secondary standby, evacuation, rescue, spill-handling, and firefighting duties; it does not establish these as the primary mission.
    - Taxonomy evidence: The procurement is issued for AHTS support of petroleum drilling activity.
    - Taxonomy evidence: Saka Indonesia Pangkah Limited directly issues the vessel-services requirement, demonstrating a project operator's purchasing role.
18. DOF Group ASA - Q1 2026 Presentation
    - Taxonomy evidence: DOF's own transaction narrative reports sales and purchases of existing AHTS vessels and identifies previously built AHTS hulls in its sale schedule. These firsthand asset transactions corroborate an existing-vessel sales stream; third-party fleet-database material elsewhere in the presentation is not used. ([mb.cision.com](https://mb.cision.com/Public/xx.xx/xx.xx/af9890ae3752a450.pdf))
19. Anchor Handling Tug Supply Vessels - AHTS ship - Damen
    - Taxonomy evidence: Damen maintains a dedicated complete-vessel AHTS product offering. This corroborates AHTS whole-vessel supply, without establishing a particular delivery, installed configuration, or market allocation. ([damen.com](https://www.damen.com/vessels/offshore/ahts?view=models))

20. Parallel hybrid propulsion for AHTS

· Taxonomy evidence: The AHTS technical article distinguishes diesel-mechanical, electric, and parallel mechanical-electric propulsion arrangements, supporting an architecture partition separate from operating modes.
([library.e.abb.com](https://library.e.abb.com/public/d4355c6a83641884c1257a8a003c5ada/ABB%20Generations_24%20Parallel%20hybrid%20propulsion%20for%20AHTS.pdf))

· Taxonomy evidence: The article discusses conventional diesel-mechanical AHTS propulsion as distinct from electric and combined arrangements.
([library.e.abb.com](https://library.e.abb.com/public/d4355c6a83641884c1257a8a003c5ada/ABB%20Generations_24%20Parallel%20hybrid%20propulsion%20for%20AHTS.pdf))

· Taxonomy evidence: Electric propulsion is a distinct AHTS power-transmission arrangement in the article's technical comparison.
([library.e.abb.com](https://library.e.abb.com/public/d4355c6a83641884c1257a8a003c5ada/ABB%20Generations_24%20Parallel%20hybrid%20propulsion%20for%20AHTS.pdf))

· Taxonomy evidence: Parallel-hybrid AHTS machinery can provide mechanical, electric, and combined propulsion modes within one installed arrangement; modes therefore must not be counted as separate vessel architectures.
([library.e.abb.com](https://library.e.abb.com/public/d4355c6a83641884c1257a8a003c5ada/ABB%20Generations_24%20Parallel%20hybrid%20propulsion%20for%20AHTS.pdf))

21. AHTS UGBANA | World Carrier Corporation

· Taxonomy evidence: The AHTS UGBANA specification expressly identifies its drive type as direct and lists diesel main engines, providing a vessel-level example of mechanical main propulsion.
([worldcarrier.gr](https://worldcarrier.gr/fleet/ahts-ugbana))

· Taxonomy evidence: The same AHTS specification identifies MGO as its fuel type, corroborating conventional liquid-fuel capability without supporting an alternative-fuel installation.
([worldcarrier.gr](https://worldcarrier.gr/fleet/ahts-ugbana))

22. Olympic Zeus: A Pioneer in AHTS Hybrid Propulsion

· Taxonomy evidence: Ulstein describes Olympic Zeus as an AHTS with combined diesel-mechanical and diesel-electric propulsion. Its principal propellers can receive direct engine power, electric-motor power, or both, establishing the combined architecture rather than separate mode-based categories.
([ulstein.com](https://ulstein.com/innovations/technological-innovations/olympic-zeus-ahts-hybrid-propulsion)
)

23. Bourbon Orca (Kommandor Orca)

· Taxonomy evidence: Ulstein identifies Bourbon Orca's original AHTS configuration as diesel-electric. The reference also states that the vessel was later converted to survey and research use, so it establishes historical AHTS architecture, not current qualifying AHTS fleet capacity.
([ulstein.com](https://ulstein.com/references/bourbon-orca))

24. Alternative marine fuels: Regulatory mapping

· Taxonomy evidence: The IMO regulatory mapping distinguishes conventional oil fuels, bio/synthetic diesel liquids, and alternative families including alcohols and gases. It supports separating installed fuel-system capability from the origin of a compatible liquid fuel.
([greenvoyage2050.imo.org](https://greenvoyage2050.imo.org/alternative-marine-fuels-regulatory-mapping/))

· Taxonomy evidence: The mapping discusses conventional diesel, gas oil, and fuel oil, and separately describes bio/synthetic liquids whose compatibility may fall within marine oil-fuel specifications. Fuel origin alone is therefore not a distinct propulsion-hardware configuration.
([greenvoyage2050.imo.org](https://greenvoyage2050.imo.org/alternative-marine-fuels-regulatory-mapping/))

· Taxonomy evidence: The mapping recognizes alternative marine fuel families with distinct safety and fuel-system considerations. This establishes the general capability distinction, but does not establish delivered AHTS installations.
([greenvoyage2050.imo.org](https://greenvoyage2050.imo.org/alternative-marine-fuels-regulatory-mapping/))

25. New DNV Fuel Ready and Gas fuelled ammonia notations provide maximum flexibility to tackle shipping's carbon curve

· Taxonomy evidence: DNV describes Fuel Ready as preparation for later conversion to alternative fuels, with different levels of preparation. Such readiness does not by itself establish present installed operating capability. ([dnv.co.kr](https://www.dnv.co.kr/news/2021/new-dnv-fuel-ready-and-gas-fuelled-ammonia-class-notations-provide-maximum-flexibility-to-tackle-shipping-s-carbon-curve-xx.xx/))

· Taxonomy evidence: Fuel Ready may address one or several future fuels. This supports the exclusion of conversion potential from current alternative-fuel capability and prevents multiple future-ready options from creating duplicate current allocations. ([dnv.co.kr](https://www.dnv.co.kr/news/2021/new-dnv-fuel-ready-and-gas-fuelled-ammonia-class-notations-provide-maximum-flexibility-to-tackle-shipping-s-carbon-curve-xx.xx/))

26. DP Vessel Design Philosophy Guidelines - Rev2, April 2021

· Taxonomy evidence: The Marine Technology Society guidelines distinguish three IMO DP equipment classes according to failure consequences and the failures considered, supporting a capability-class axis rather than a mission or operating-geography classification. ([dynamic-positioning.com](https://dynamic-positioning.com/wp-content/uploads/2025/xx.xx/MTS-DP-VESSEL-DESIGN-PHILOSOPHY-GUIDELINES-Rev2-Apr21.pdf))

· Taxonomy evidence: Equipment Class xx.xx permits loss of position following a single failure, providing the defining distinction for the Class xx.xx category. ([dynamic-positioning.com](https://dynamic-positioning.com/wp-content/uploads/2025/xx.xx/MTS-DP-VESSEL-DESIGN-PHILOSOPHY-GUIDELINES-Rev2-Apr21.pdf))

· Taxonomy evidence: Equipment Class xx.xx addresses continued position and heading keeping following the specified single active-component or system fault. ([dynamic-positioning.com](https://dynamic-positioning.com/wp-content/uploads/2025/xx.xx/MTS-DP-VESSEL-DESIGN-PHILOSOPHY-GUIDELINES-Rev2-Apr21.pdf))

· Taxonomy evidence: The Class xx.xx framework extends failure consideration to compartment loss from fire or flooding. This supports the class definition, not proof that a particular construction vessel qualifies as AHTS. ([dynamic-positioning.com](https://dynamic-positioning.com/wp-content/uploads/2025/xx.xx/MTS-DP-VESSEL-DESIGN-PHILOSOPHY-GUIDELINES-Rev2-Apr21.pdf))

27. Rule-based operation task-aware energy management for ship power systems

· Taxonomy evidence: The peer-reviewed paper distinguishes diesel-electric and hybrid diesel-mechanical architectures and separately considers energy-storage integration. This supports keeping power transmission and battery integration as different classification questions. ([ietresearch.onlinelibrary.wiley.com](https://ietresearch.onlinelibrary.wiley.com/doi/xx.xx/iet-gtd.xx.xx))

· Taxonomy evidence: Its diesel-electric architecture supplies propulsion through the electrical system, with energy storage considered alongside generators rather than as a different transmission category. ([ietresearch.onlinelibrary.wiley.com](https://ietresearch.onlinelibrary.wiley.com/doi/xx.xx/iet-gtd.xx.xx))

· Taxonomy evidence: Its hybrid diesel-mechanical architecture combines mechanical engines and electrical propulsion interfaces, corroborating the combined-drive definition. ([ietresearch.onlinelibrary.wiley.com](https://ietresearch.onlinelibrary.wiley.com/doi/xx.xx/iet-gtd.xx.xx))

· Taxonomy evidence: Energy storage can be integrated with different propulsion architectures. The analytical distinction supports a separate battery axis, while actual AHTS installation evidence is supplied by the documented retrofit case. ([ietresearch.onlinelibrary.wiley.com](https://ietresearch.onlinelibrary.wiley.com/doi/xx.xx/iet-gtd.xx.xx))

28. Asso Group - Client Project References and Recommendation Letters

· Taxonomy evidence: Client project-reference letters identify Artemis as an anchor-handling tug and supply vessel supporting submarine power-cable projects, including pre-lay grapnel clearance.

· Taxonomy evidence: The references document AHTS Artemis employment in HVDC submarine power-cable installations, establishing electricity-transmission project use.

· Taxonomy evidence: Fiber described alongside power cables does not independently establish a dedicated telecommunications employment allocation.

29. Akastor ASA: DDW Offshore AS Signs Contract for Skandi Atlantic
    - Taxonomy evidence: The September xx.xx 2022 disclosure identifies an AHTS charter supporting Northern Endeavour FPSO disconnection, towing, and well-isolation work. It establishes vessel-based decommissioning and intervention support.
    - Taxonomy evidence: The disclosed AHTS employment supports decommissioning work at the Laminaria Corallina petroleum fields.
    - Taxonomy evidence: Petrofac is named as the party awarding the AHTS contract, establishing contractor-principal procurement distinct from the ultimate petroleum-field industry.
30. Kistefos - Annual Report 2014
    - Taxonomy evidence: The 2014 annual report documents AHTS employment in ice-covered offshore operations and ice-management assignments, including contracts involving combined AHTS/icebreaker vessels.
    - Taxonomy evidence: The report identifies petroleum companies as customers for offshore AHTS and ice-management employment. These are historical operating facts, not a current fleet or demand estimate.
31. Shell Gulf of Mexico Inc. - Drilling Ice Management Plan, Chukchi Sea, Alaska, July 2014
    - Taxonomy evidence: The regulator-hosted 2014 petroleum-project plan expressly includes ice-class AHTS vessels within the ice-management vessel role and distinguishes secondary ice-management/anchor-handler assignments.
    - Taxonomy evidence: The document establishes planned commercial application, not proof that every described assignment occurred.
32. Farstad Shipping ASA - Contract Award, December 2, 2016
    - Taxonomy evidence: The December xx.xx 2016 contract announcement specifies complete mooring installation and hook-up of a semi-submersible offshore fish farm using AHTS vessels.
    - Taxonomy evidence: The awarded offshore-fish-farm project establishes an AHTS aquaculture application distinct from petroleum support. Scheduled execution is distinguished from confirmed completion.
    - Taxonomy evidence: Ocean Farming AS, identified as part of the SalMar Group, awards the mooring-and-hook-up contract, demonstrating procurement by the aquaculture project organization.
    - Taxonomy evidence: The transaction demonstrates that qualifying AHTS demand can originate outside petroleum, supporting an ultimate-industry axis rather than an oil-and-gas-only boundary.
33. Aker ASA - Annual Report 2013
    - Taxonomy evidence: The annual accounts describe Ocean Yield acquiring AHTS newbuilds and placing them on bareboat charters to Farstad Supply, establishing distinct asset-investment and operating-charter roles.
    - Taxonomy evidence: Farstad Supply is the bareboat charter counterparty for the AHTS vessels, demonstrating operating-fleet procurement rather than ultimate field-owner procurement.
    - Taxonomy evidence: Ocean Yield's acquisition of the AHTS vessels for subsequent bareboat leasing establishes a direct vessel-investor/lessor purchasing role. Financing charges are not additional AHTS service revenue.
34. Military Sealift Command - N32205-MS-PM4-18-017: AHTS Vessel for Under Water Sound Testing
    - Taxonomy evidence: The June xx.xx 2018 official sources-sought notice explicitly seeks an AHTS time charter for underwater sound-data collection, establishing a survey/testing procurement use case.
    - Taxonomy evidence: The notice is a request for information, not an award or completed employment record.
    - Taxonomy evidence: Military Sealift Command issues the AHTS-specific requirement, establishing historical defense-sector procurement interest without proving a completed charter.
    - Taxonomy evidence: Military Sealift Command acts as the proposed direct chartering principal for a public military program.

35. IODP Expedition 302 Proceedings - Deepwater Drilling in the Arctic Ocean's Permanent Sea Ice
    - Taxonomy evidence: The scientific expedition account describes employment of Vidar Viking, a supply/anchor-handling icebreaker, as a temporarily equipped scientific platform.
    - Taxonomy evidence: The account does not independently establish retained combined towing and supply eligibility throughout the modified employment.
    - Taxonomy evidence: Expedition xx.xx is an independent ocean-science program, providing a historical scientific-use example subject to qualifying-hull confirmation.
    - Taxonomy evidence: The British Geological Survey directly managed contracts for provision of Vidar Viking, establishing a scientific institution's project-sponsor procurement role.
36. The Ocean Cleanup - The World's First Ocean Cleanup System Launched from San Francisco
    - Taxonomy evidence: The September xx.xx 2018 project release describes Maersk Launcher towing an ocean-cleanup system and subsequently supporting observation of its deployment.
    - Taxonomy evidence: The release does not state combined AHTS classification or an attributable paid hire.
    - Taxonomy evidence: The program's principal purpose is ocean-plastic removal, with performance-data collection described as secondary.
    - Taxonomy evidence: The Ocean Cleanup is identified as the nonprofit project organization; the vessel was made available through its owner and current charter holder.
    - Taxonomy evidence: This establishes environmental sponsorship but not that the nonprofit was the paying principal for an AHTS hire.
37. Debmarine Namibia - EO428 AHTS Charter Services Tender Announcement
    - Taxonomy evidence: Debmarine Namibia's own procurement announcement identifies EO428 as an anchor-handling tug supply vessel charter-services tender. It is direct buyer-issued AHTS demand, not proof of a completed award.
    - Taxonomy evidence: The project organization publicly solicits AHTS charter services, supporting the resource-project procurement role.
38. Breakwater Group: Anchoring Namibia's Offshore Support Services
    - Taxonomy evidence: The operator's own account describes its Debmarine Namibia contract and identifies offshore diamond mining as an established part of its service activity.
    - Taxonomy evidence: The page is undated and is not treated as a dated October 2026 contract-retention record.
39. Kongsberg Maritime - Dynamic Positioning: Powering Safer, Greener Offshore Operations
    - Taxonomy evidence: The installed-DP-system case identifies Normand Drott as an AHTS and records its captain's account of rig-moving and offshore-asset positioning applications.
    - Taxonomy evidence: This is operator testimony within a product-installation case, not a standalone charter-allocation record.
    - Taxonomy evidence: The vessel captain reports past floating-wind installation work at Hywind in 2017. This supports a historical renewable application but does not quantify current sector demand.
    - Taxonomy evidence: The captain reports cruise-vessel anchoring work by the AHTS. The case supports the shipping-use portion of the category but does not establish port-construction contracts.
40. BIMCO - TOWCON 2021
    - Taxonomy evidence: TOWCON describes a lump-sum ocean-towage agreement, demonstrating a maritime service-contract form alongside vessel time charter and bareboat lease forms. It is not a port-towing contract. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/towcon-2021/))
    - Taxonomy evidence: The agreement purchases defined ocean-towage services. Its application to this category is limited to a qualifying AHTS provider's attributable vessel-based scope; the form alone does not establish an AHTS hull or project revenue allocation. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/towcon-2021/))

41. Oil India Limited - Amendment 3 to Tender CEG2290P23

- Taxonomy evidence: The procurement amendment requires the bidder to mobilize a drilling unit, marine vessels, associated services, and crew, establishing a combined contractor-provided support package. ([oil-india.com](https://www.oil-india.com/files/oldtender/global/AME3_CEG2290P23.pdf))
- Taxonomy evidence: The package's marine scope explicitly includes AHTS vessels alongside offshore supply vessels. This demonstrates AHTS participation in integrated support procurement, not a disclosed AHTS-only project-value allocation. ([oil-india.com](https://www.oil-india.com/files/oldtender/global/AME3_CEG2290P23.pdf))
- Taxonomy evidence: The buyer specifies certified AHTS bollard pull of at least xx.xx tonnes, demonstrating towing-force capability as an independent procurement criterion. ([oil-india.com](https://www.oil-india.com/files/oldtender/global/AME3_CEG2290P23.pdf))
- Taxonomy evidence: The xx.xx-tonne minimum lies within the analytical medium-pull interval. It is a procurement minimum, not the actual rating of a selected hull or a universal segment boundary. ([oil-india.com](https://www.oil-india.com/files/oldtender/global/AME3_CEG2290P23.pdf))

42. L&T Shipbuilding Limited - Invitation to Bid for Sale of Two 150MT AHTSSV, November 26, 2018

- Taxonomy evidence: The November xx.xx 2018 AHTS sale invitation provides a direct commercial-offer submission route to the shipbuilder. It establishes an available direct route, not broker-free status for every resulting transaction. ([corpwebstorage.blob.core.windows.net](https://corpwebstorage.blob.core.windows.net/media/xx.xx/ahts-advt.pdf))
- Taxonomy evidence: Prospective purchasers are instructed to submit vessel acquisition offers directly to the seller's managing director. ([corpwebstorage.blob.core.windows.net](https://corpwebstorage.blob.core.windows.net/media/xx.xx/ahts-advt.pdf))
- Taxonomy evidence: The sale specification separately reports xx.xx-tonne bollard pull and xx.xx-tonne deadweight at maximum draft; those are different commercial vessel characteristics. ([corpwebstorage.blob.core.windows.net](https://corpwebstorage.blob.core.windows.net/media/xx.xx/ahts-advt.pdf))
- Taxonomy evidence: Reported deadweight of xx.xx metric tonnes supports an AHTS offering within the analytical middle-capacity range, subject to confirmation of the common summer-load basis. ([corpwebstorage.blob.core.windows.net](https://corpwebstorage.blob.core.windows.net/media/xx.xx/ahts-advt.pdf))
- Taxonomy evidence: The machinery schedule separately identifies main engines, hybrid motor/shaft generators, and generator sets. Analytical implication: shared propulsion paths must be checked before adding their ratings. ([corpwebstorage.blob.core.windows.net](https://corpwebstorage.blob.core.windows.net/media/xx.xx/ahts-advt.pdf))

43. Marine Accident Investigation Branch - Sea Empress Investigation Annexes, Annex C: Tugs and Their Hiring

- Taxonomy evidence: The government investigation's tug-classification annex explains continuous static bollard pull as a towing-capability measurement and distinguishes it from engine power and changing at-sea performance. The annex explicitly discusses AHTS vessels. ([assets.publishing.service.gov.uk](https://assets.publishing.service.gov.uk/media/54c156aded915d1597000026/MAIBReport_SeaEmpress-1996-Annexes.pdf))

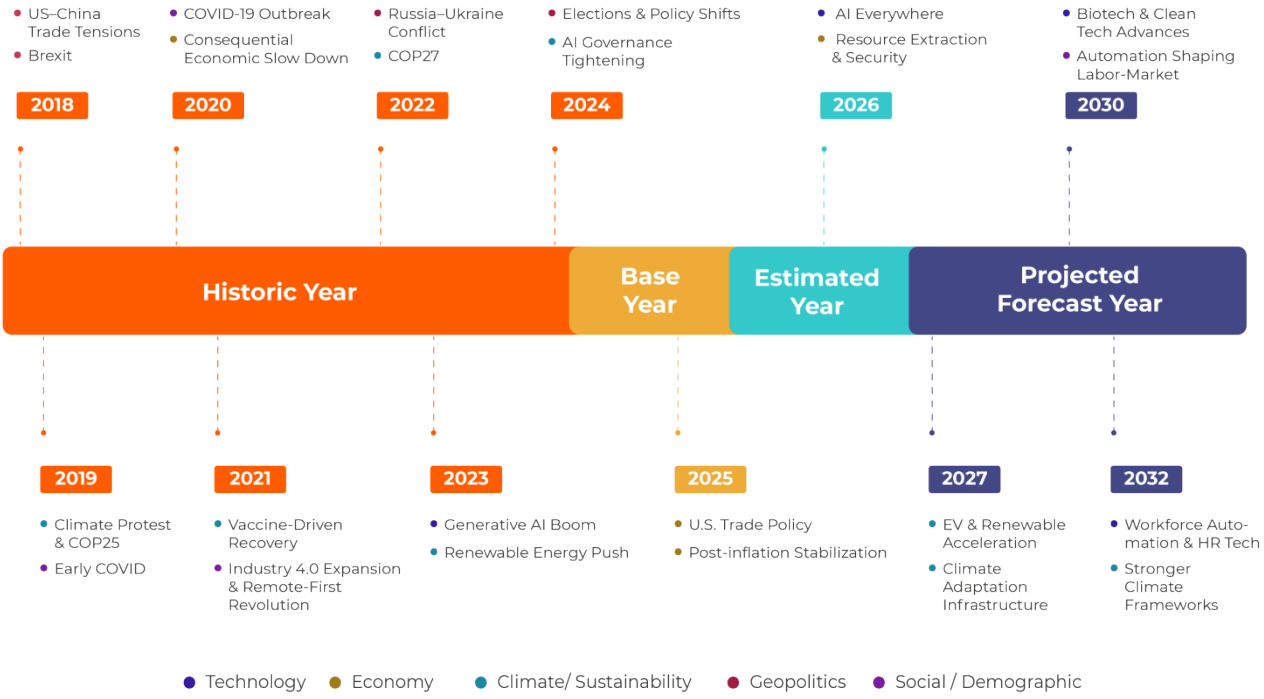
44. Maritime and Coastguard Agency - Assessment of ETV Provision for North and North West Scotland
    - Taxonomy evidence: The government-commissioned assessment evaluates an AHTS emergency-towing vessel using bollard pull while considering additional vessel dimensions separately. ([assets.publishing.service.gov.uk](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/xx.xx/005613_00_-_ETV_Study-LOC_Final_Report-3_Jun_2016.pdf))
    - Taxonomy evidence: The assessment recommends an AHTS with approximately xx.xx-tonne bollard pull for its specified emergency-towing demand. This supports commercial demand within the analytical medium range, not a Global requirement. ([assets.publishing.service.gov.uk](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/xx.xx/005613_00_-_ETV_Study-LOC_Final_Report-3_Jun_2016.pdf))
    - Taxonomy evidence: The vessel-selection discussion identifies deadweight as an additional characteristic alongside length, draft, and bollard pull, supporting a distinct carrying-capacity axis. ([assets.publishing.service.gov.uk](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/xx.xx/005613_00_-_ETV_Study-LOC_Final_Report-3_Jun_2016.pdf))
45. International Maritime Organization - MARPOL Consolidated Edition 2017, March 2018 Supplement
    - Taxonomy evidence: The IMO supplement defines deadweight from displacement minus lightweight at the certified summer-load draft. This establishes the measurement basis, not the analytical AHTS capacity cutoffs. ([wwwcdn.imo.org](https://wwwcdn.imo.org/localresources/en/publications/Documents/Supplements/English/QE520E_032018.pdf))
46. Damen - Anchor Handling Tug Supplier 120
    - Taxonomy evidence: The AHTS product comparison reports bollard pull separately from deadweight and winch pull, supporting distinct towing-force and carrying-capacity measurements. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))
    - Taxonomy evidence: The comparison includes a qualifying AHTS offering with advertised xx.xx-tonne bollard pull. It corroborates a lower-pull offering, but does not identify the rating as certified continuous pull. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))
    - Taxonomy evidence: The product page reports an AHTS deadweight of xx.xx tonnes and a compared AHTS offering of xx.xx tonnes. These are design/product observations, not Global fleet estimates. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))
47. Damen - Anchor Handling Tug Supplier 200
    - Taxonomy evidence: The commercial AHTS offering reports xx.xx-tonne bollard pull while retaining anchor-handling, offshore-towing, and supply-vessel identity. The published rating does not establish a continuous-pull certificate. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))
    - Taxonomy evidence: The AHTS xx.xx page reports xx.xx-tonne deadweight, corroborating an offering within the analytical middle-capacity interval rather than an industry-standard capacity label. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))

48. Viking Supply Ships - Investor Presentation
    - Taxonomy evidence: The historical fleet presentation separately describes ice-classed AHTS, combined AHTS-icebreakers, and an AHTS without an assigned ice class. These establish distinct commercial configurations, not current fleet prevalence. ([vikingsupply.com](https://vikingsupply.com/?lcid=xx.xx&nid=xx.xx&pid=MySite-IrPageReportingCenterPresentation-Presentation))
    - Taxonomy evidence: The historical presentation lists the Moss Mar xx.xx Odin Viking AHTS with ice class marked N/A. This is explicit historical non-ice-classed evidence, not an inference from an incomplete current page. ([vikingsupply.com](https://vikingsupply.com/?lcid=xx.xx&nid=xx.xx&pid=MySite-IrPageReportingCenterPresentation-Presentation))
    - Taxonomy evidence: The presentation describes its Loke Viking class as ice-classed AHTS with Ice 1A notation, separately from the icebreaker group. ([vikingsupply.com](https://vikingsupply.com/?lcid=xx.xx&nid=xx.xx&pid=MySite-IrPageReportingCenterPresentation-Presentation))
    - Taxonomy evidence: The historical Tor Viking class is explicitly described as combined AHTS and icebreaker with Icebreaker Ice-xx.xx notation. Continued current ownership, configuration, and class are not established by that presentation. ([vikingsupply.com](https://vikingsupply.com/?lcid=xx.xx&nid=xx.xx&pid=MySite-IrPageReportingCenterPresentation-Presentation))
49. Lloyd's Register - Written Evidence to the House of Lords Arctic Committee, January 19, 2015
    - Taxonomy evidence: The historical classification-body evidence explains that ice-class design values are not absolute operating limits and that some equivalence relationships are conditional and nonreciprocal. This supports avoiding a simplistic universal ranking across regional notations. ([parliament.uk](https://www.parliament.uk/documents/lords-committees/arctic/lloyd%27s-register-%28arc0048%xx.xx.pdf))
    - Taxonomy evidence: The evidence distinguishes icebreakers' design and strengthening from an ordinary high ice class. It is used for the conceptual distinction, not as a current Polar Code regulatory statement. ([parliament.uk](https://www.parliament.uk/documents/lords-committees/arctic/lloyd%27s-register-%28arc0048%xx.xx.pdf))

1.4. Years Considered for the Study

The historical year is 2024, the base year is 2025, the estimated year is 2026, and the forecast horizon is 2032. These period roles distinguish historical context, the reference year, estimated conditions, and forward-looking interpretation.

Figure 1. Global Anchor Handling Towing Supply Vessel Market, Years Considered for the Study



1.5. Currency Considered for the Study

Monetary reporting is in United States dollars (USD), presented as absolute amounts.

1.6. Language Considered for the Study

The study is published in American English.

1.7. Key Stakeholders

- Vessel Owners & Operators: Compare newbuild acquisition, existing-vessel purchase, and capacity commitments while matching documented vessel characteristics to intended missions and buyer qualification.
- Vessel Investors & Lessors: Examine asset exposure, contractual responsibility, redeployment conditions, and the distinction between ownership and the ability to provide qualified vessel capacity.
- Asset Owners & Project Operators: Specify mission requirements, verify project eligibility, and compare capacity access with the responsibilities and delivery commitments of each contracting model.
- Offshore & Marine Service Contractors: Assess whether an offered AHTS configuration and vessel commitment support the agreed work scope, including any additional service obligations and interfaces with other contractors.

- Public Maritime Authorities: Consider vessel eligibility, maritime safety, environmental responsibilities, and procurement requirements within the relevant jurisdiction and public-service mandate.
- Research & Environmental Project Sponsors: Match survey, research, response, or cleanup requirements to documented vessel suitability and clearly distinguish vessel access from the project's substantive outputs.
- Shipbuilders, Naval Designers, and Equipment Integrators: Relate vessel configuration and delivery propositions to documented buyer needs; separately supplied components and services remain supporting value-chain activities rather than additional study offerings.
- Classification, Legal, and Insurance Professionals: Interpret vessel documentation and contractual allocations so that technical labels, management responsibility, and insured obligations are not assumed to be equivalent across offerings.
- Vessel Brokers and Commercial Intermediaries: Support matching and negotiations while distinguishing the contracting channel from the underlying vessel supplier, delivery model, and agreed performance obligations.

2. Research Methodology

2.1. Introduction

The study examines the global AHTS vessel offering through the distinction between acquiring an asset and obtaining access to vessel capacity. Its approach connects the accepted commercial and technical categories to the buyers, missions, and delivery obligations they describe, keeping study inclusion separate from demonstrated project suitability.

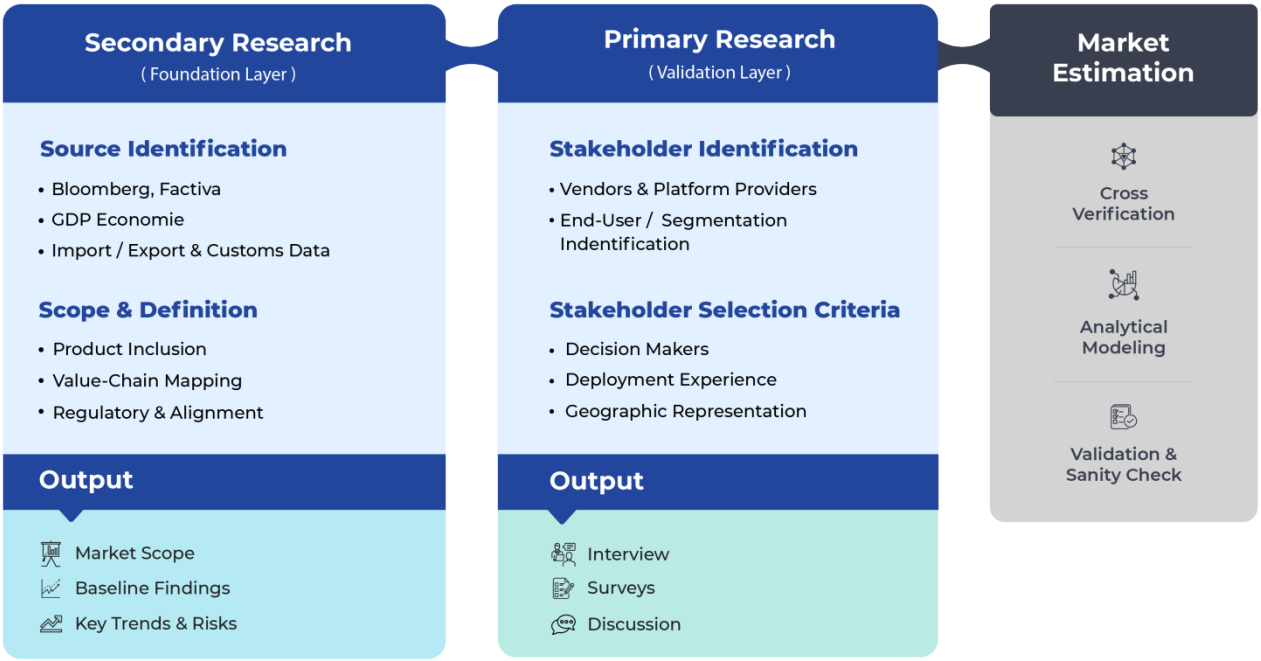
Qualitative interpretation establishes questions about qualification, switching, access, and capability requirements. Quantitative interpretation must then address comparable offering and period boundaries rather than treating a qualitative explanation as numerical proof.

2.2. Research Design

The research design separates the offering purchased, the contracting buyer, the intended application, and the capabilities of the vessel concerned. This distinction allows Newbuild Vessel Supply, Existing Vessel Sales, and Vessel Capacity Hire to remain within one study while preserving their different commercial meanings. Mission and end-use coverage identifies included application contexts without assuming universal vessel suitability.

The qualitative challenge layer is interpreted alongside secondary evidence. A manufacturer's design description, a classification notation, and a charter-form description answer different questions: what is offered, how a capability is characterized, and how a commercial arrangement is structured. Buyer-specific eligibility and delivery obligations require their own support before these reference points can justify a procurement conclusion.

Figure 2. Global Anchor Handling Towing Supply Vessel Market, Research Design



2.2.1. Primary Research

The analyst team conducted primary research as a qualitative challenge layer for market definition, segmentation, demand conditions, adoption barriers, and competitive interpretation. This work tested analytical assumptions and sharpened explanations of market mechanisms without serving as standalone support for numerical estimates.

The qualitative challenge layer is evaluated alongside secondary evidence within the accepted market scope. It informs conditional market explanations and hypotheses for subsequent quantitative analysis. Numerical estimates require their own supporting evidence, and a forecast derived from a qualitative assumption does not independently validate that assumption. Final interpretation must reconcile the qualitative findings with the completed quantitative results.

2.2.2. Secondary Research

Secondary evidence is interpreted according to the specific fact it can establish. BIMCO describes BARECON as a bareboat arrangement assigning possession, control, and responsibility to the charterer, while SUPPLYTIME is an offshore-support-vessel time-charter form. These descriptions provide reference points for contracting distinctions; they do not establish the terms of every executed agreement. Classification guidance similarly helps interpret positioning labels without proving a particular vessel's documented status.

Official shipbuilder materials establish the functions and configurations that a supplier describes for its own offerings. Damen's installation-support materials, for example, describe its AHTS designs with anchor-handling and supply roles and diesel-direct or hybrid variants. Such descriptions support product interpretation, not conclusions about marketwide adoption, buyer approval, or the commercial attractiveness of an application.

Sources & Evidence

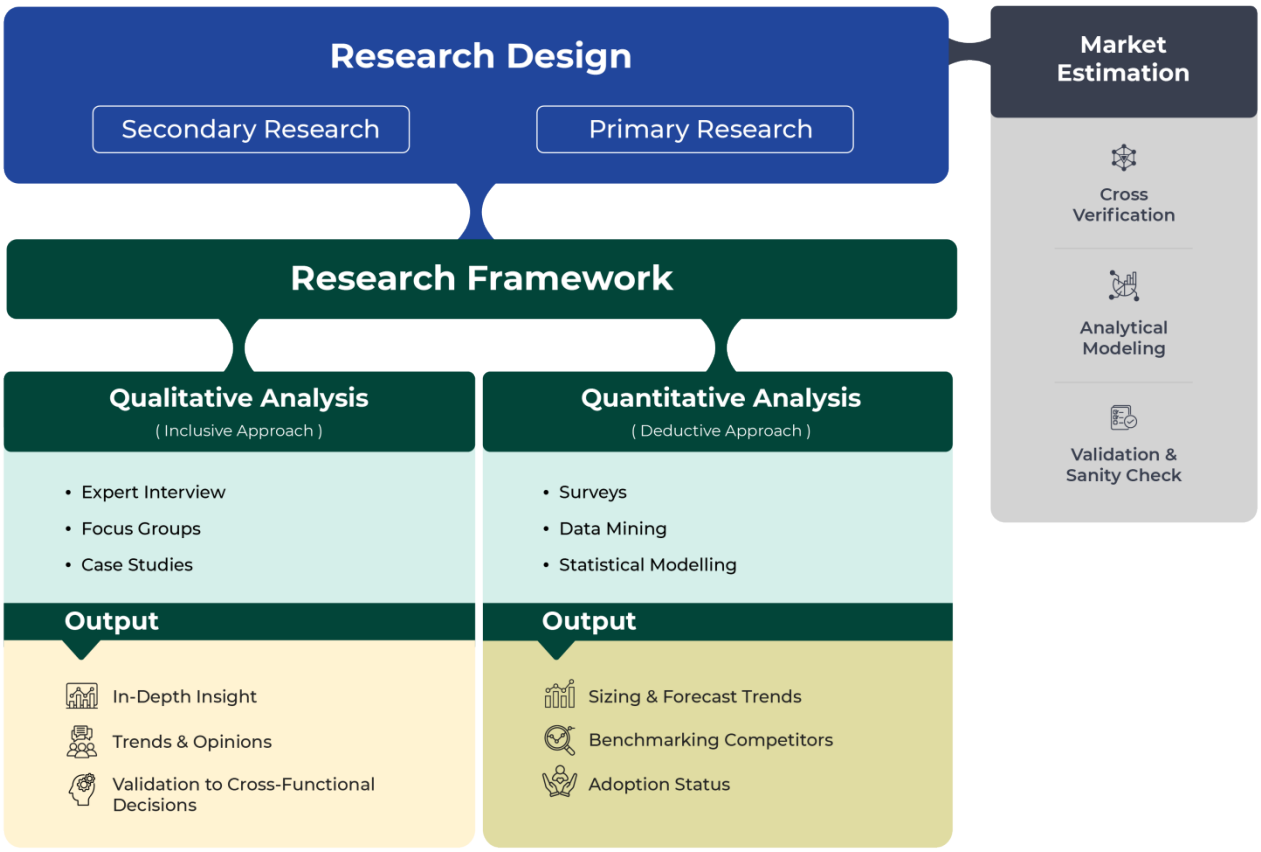
1. BARECON 2017
   · BARECON's published description establishes the arrangement's possession and responsibility allocation, supporting its use as a contracting reference rather than proof of every executed agreement. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
2. SUPPLYTIME 2017
   · BIMCO identifies SUPPLYTIME as a time charter party for offshore support vessels. This supports the secondary-research distinction between a published time-charter form and bareboat contracting. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017/))
3. Guide for Dynamic Positioning Systems, February 2024
   · ABS defines distinct positioning notations in its guide. This supports using classification guidance to interpret labels without establishing a particular vessel's documented classification. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))
4. Installation support
   · Damen describes its AHTS designs as supporting anchor handling and the transport of supplies, with diesel-direct or hybrid variants. This establishes a supplier-specific product example, not marketwide adoption. ([damen.com](https://www.damen.com/markets/offshore-energy/installation-support))

2.3. Research Framework

The framework links the vessel boundary to the accepted taxonomy, the relevant supplier and buyer roles, comparable measurement, competitive interpretation, and commercial decisions. Each offering is considered through its configuration, mission, end-use context, and contracting arrangement. A supplier's participation in an upstream component or adjacent vessel category does not establish that all of its activities belong to the AHTS study.

Competitive comparisons require alignment of the offering and obligation being compared. Newbuild delivery capability, ownership-transfer capability, and the ability to provide qualified vessel capacity are separate propositions. The framework therefore distinguishes category membership from demonstrated capability, and demonstrated capability from an executable buyer choice.

Figure 3. Global Anchor Handling Towing Supply Vessel Market, Research Framework



2.3.1. Qualitative Analysis

Qualitative analysis examines how vessel characteristics and contractual obligations affect buyer qualification, switching, and delivery feasibility. Relevant questions include whether the offered configuration supports the required mission, who assumes vessel-management responsibilities, and whether additional services change the commitment being purchased. BIMCO's optional SUPPLYTIME task annexes illustrate why additional service obligations can require project-specific provisions.

The qualitative challenge layer tests explanations against alternatives: asset ownership, bareboat access, crewed capacity, and vessel-service delivery need not solve the same buyer problem. Interpretations remain conditional on the particular vessel, buyer requirements, and agreed contract rather than treating a mission label or charter category as proof of substitutability.

Sources & Evidence

1. SUPPLYTIME 2017 Special Tasks Annexes

   · BIMCO provides optional annexes for additional offshore-support tasks and states that they may need amendment or supplementation for particular projects. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))

2.3.2. Quantitative Analysis

Quantitative interpretation requires consistent study-year, geographic, currency, and Commercial Offering boundaries. Newbuild commitments, existing-vessel ownership transfers, and vessel-capacity services describe different commercial events; comparisons must identify the event and period represented rather than treating their monetary bases as interchangeable.

The segmentation axes are independent views of the same study scope, not additional markets to be summed. Technical comparisons also require consistent meanings for Low, Medium, and High bands across Bollard Pull, Installed Propulsion Power, and Deadweight Capacity. A band label cannot substitute for the underlying vessel specification, and one capability dimension cannot establish another.

2.4. Market Size Estimation

Market-size interpretation must distinguish Newbuild Vessel Supply, Existing Vessel Sales, and Vessel Capacity Hire. These are all included offerings, but they represent different commercial events that can involve the same vessel. Their inclusion does not establish an automatically additive monetary perimeter.

A defensible interpretation retains the global boundary, USD presentation, and defined period roles while separating AHTS-related activity from broader shipbuilding, marine-service, or offshore-project activity. Qualitative mechanisms can guide questions for quantitative investigation, but they cannot independently establish numerical estimates.

2.4.1. Top-Down Approach

The defensible role of a top-down view is to assess whether a broader shipbuilding, vessel-asset, or marine-service measure has boundaries relevant to the particular AHTS offering being examined. A broader measure cannot become an AHTS measure merely because AHTS vessels participate in the wider activity.

Any narrowing requires independently supported vessel, offering, geographic, and period correspondence. Top-down context cannot establish buyer qualification, technical-category

participation, or demand in every included end-use industry. Apparent agreement is meaningful only when the underlying definitions are comparable.

2.4.2. Bottom-Up Approach

A bottom-up interpretation requires evidence attributable to the relevant AHTS vessel offering or capacity commitment. Its commercial value lies in connecting an identifiable vessel and configuration to the buyer, offering category, and transaction or service period concerned, rather than attributing an entire supplier's activities to this market.

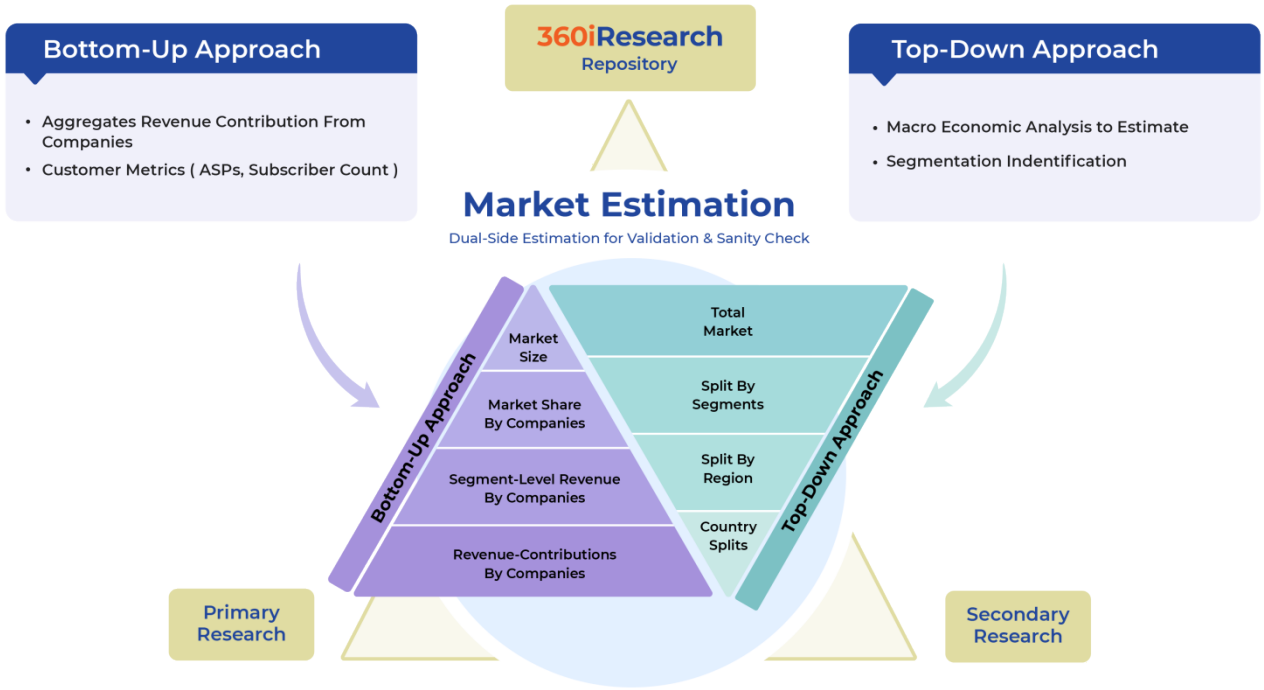
Repeated references to the same vessel or agreement must be distinguished from separate commercial events. Evidence of one purchase or hire also cannot establish participation across all missions, end-use industries, or capability categories. Bottom-up detail is informative only within the offering and application boundaries it directly supports.

2.5. Data Triangulation

Triangulation requires agreement of meaning as well as consistency of measurement. A shipbuilder's description establishes an offered configuration, classification guidance explains a notation, and a contract description explains an arrangement. These reference points can complement one another, but they do not independently validate demand or prove the terms and eligibility of a particular vessel commitment.

Differences should first be examined for offering boundaries, period, geography, capability labels, and additional service obligations. The qualitative challenge layer informs conditional explanations alongside secondary evidence; subsequent numerical interpretation requires its own support rather than treating repeated statements or differently defined measures as independent confirmation.

Figure 4. Global Anchor Handling Towing Supply Vessel Market, Data Triangulation



2.6. Research Outcomes

The study is intended to support defensible comparisons between acquiring a newbuild vessel, purchasing an existing vessel, and contracting for vessel capacity. For buyers, the useful outcome is a clear distinction between included offerings, documented capabilities, project qualification, and contractual responsibility. For owners, investors, and suppliers, it is an assessment of the conditions under which an offering can address a particular buyer requirement.

Subsequent conclusions should identify the evidence supporting a commercial choice, the alternative being compared, the remaining prerequisites, and the conditions that would change the interpretation. An included application or available design option is not, by itself, an opportunity recommendation.

2.7. Research Assumptions

- Newbuild Vessel Supply, Existing Vessel Sales, and Vessel Capacity Hire retain distinct commercial meanings. Comparisons assume aligned transaction or service boundaries; their inclusion does not make unlike monetary bases automatically additive.
- Vessel identity and commercial-event identity remain separate. An ownership transfer and a later capacity commitment can concern the same vessel without representing the same event.
- A Primary Mission describes the role under examination, not an exclusive capability or universal qualification. Mission-specific interpretations depend on the documented configuration and contracted work supporting that role.

- Propulsion Architecture, Fuel Capability, Battery Integration, positioning, ice capability, pulling capability, power, and deadweight are assessed separately. Membership in one category does not substitute for evidence of another capability.
- Contract-model comparisons depend on the actual allocation of possession, management, and responsibility. BARECON's bareboat allocation is a reference point, not evidence that another charter or vessel-service agreement assigns the same obligations.
- Application and horizon interpretations remain conditional on buyer qualification, project commitments, vessel readiness, and applicable access requirements. Changes in these conditions can alter commercial suitability without changing the included study categories.

Sources & Evidence

1. BARECON 2017
   · The source assigns possession, control, and responsibility to the bareboat charterer. The publication's requirement to examine other agreements separately is an analytical comparison control. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))

2.8. Research Limitations

- Low, Medium, and High capability bands do not by themselves establish specification equivalence. Comparisons across Bollard Pull, Installed Propulsion Power, or Deadweight Capacity require consistent band meanings and supporting vessel particulars.
- Positioning labels require notation-specific interpretation. ABS's February 2024 guide distinguishes DPS-xx.xx from DPS-xx.xx DPS-xx.xx and DPS-xx.xx and aligns the latter with the corresponding IMO equipment classes. Class xx.xx Positioning remains included without presumed equivalence to another category.
- A standard charter-form name does not fully establish the purchased service or its responsibilities. BIMCO notes that special-task provisions can require project-specific amendment and can create omissions or conflicts; comparisons therefore depend on the agreed scope and terms.
- Mission and End-use Industry inclusion does not demonstrate demand, supplier capability, or buyer acceptance for every listed application. Application-specific conclusions require support beyond the category's presence in the study.
- Global scope does not establish that a particular vessel is commercially portable between projects or jurisdictions. A commitment requires project-specific qualification and access verification rather than an inference from ownership, supplier presence, or a listed operating context.

RESEARCH SAMPLE REPORT

Sources & Evidence

1. SUPPLYTIME 2017 Special Tasks Annexes

   · BIMCO states that user-drafted provisions for additional services can produce omissions or conflicting provisions and that its annexes are not universally applicable without adaptation. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))

2. Guide for Dynamic Positioning Systems, February 2024

   · The February 2024 guide distinguishes DPS-xx.xx and states that DPS-xx.xx DPS-xx.xx and DPS-xx.xx align respectively with IMO equipment classes xx.xx xx.xx and xx.xx. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))

3. Executive Summary

3.1. Introduction

The global Anchor Handling Towing Supply Vessel market should be approached as a market for qualified offshore mission packages rather than interchangeable hulls. Newbuild Vessel Supply, Existing Vessel Sales and Vessel Capacity Hire address different requirements for specification, ownership and access. For capacity buyers, the decisive question is whether the nominated vessel, equipment, personnel and applicable permissions can deliver the contracted task within the required window.

Firm drilling-support awards and Petrobras charter-and-service awards demonstrate identifiable procurement triggers; a relevant application or vessel catalog does not secure employment. Competition therefore depends on accepted capability and accountable delivery, not portfolio breadth alone. Project delays, equipment-use restrictions and buyer-specific service requirements constrain capture. The principal commercial choice is between obtaining qualified capacity and committing to asset control, with a separate decision on how much specialist execution the buyer should retain.

Sources & Evidence

1. BARECON 2017
   · BARECON assigns vessel possession, control and substantial legal and financial responsibility to the bareboat charterer, supporting separation of asset control from purchasing an operated package. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
2. SUPPLYTIME 2017 Special Tasks Annexes
   · BIMCO distinguishes additional specialist services from the underlying offshore support charter and warns that added provisions can conflict or omit responsibilities. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))
3. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Tidewater identifies vessel suitability, equipment availability, qualified personnel and legal service eligibility as competitive factors. Qualification-first comparison is the summary's analytical implication. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
4. New safety requirements from 1 January 2026 for anchor handling winches and associated equipment
   · DNV explains that equipment findings or overdue surveys can suspend anchor handling equipment use without suspending the vessel, supporting the distinction between hull availability and task readiness. ([dnv.com](https://www.dnv.com/news/2025/new-safety-requirements-from-xx.xx-january-2026-for-anchor-handling-winches-and-associated-equipment/))
5. Solstad Maritime ASA - Contract awards for 2 AHTS vessels in the APAC region
   · Solstad's September xx.xx 2026 announcement establishes firm APAC drilling-support awards for Normand Scorpion and Normand Saracen, with expected commencement in the second and third quarters of 2027. ([solstad.com](https://www.solstad.com/solstad-maritime-asa-contract-awards-for-xx.xx-ahts-vessels-in-the-apac-region/))
6. Equinor put Trollvind on hold
   · Equinor's Trollvind postponement identifies technical, commercial and scheduling obstacles, providing counterevidence to automatic conversion of project relevance into vessel employment. ([equinor.com](https://www.equinor.com/news/xx.xx-trollvind-on-hold))

7. DOF Group ASA - Four long-term AHTS contracts in Brazil
   · DOF's May xx.xx 2025 announcement establishes Petrobras AHTS charter-and-service awards following competitive tendering, with work-class ROV scope for specified vessels. ([dof.com](https://www.dof.com/news-company-disclosures/dof-group-asa---four-long-term-ahts-contracts-in-brazil))

3.2. CXO Perspective

Owners and investors should link acquisition, retrofit or newbuild commitments to a customer-recognized capability gap and credible employment, while preserving funding through maintenance interruptions. Ulstein's completed Odin Viking equipment upgrade demonstrates a selective modification route, not universal conversion feasibility. Power-system investment also needs mission-specific qualification, continuing support and an agreed allocation of benefits. Tidewater generally assigns on-hire fuel expense to customers, illustrating why an owner-funded efficiency upgrade does not automatically reward its capital sponsor.

Incumbent operators should prioritize accepted vessel-and-personnel continuity; challengers should close qualification and delivery gaps before tendering. Project buyers should select bareboat control only when they can retain the associated operating responsibilities. Procurement leaders should also verify the physical hull, controlling principal and booking authority behind backup offers. Viking's shared Sea1 management and revenue-sharing arrangements show why different supplier names need not provide independent fallback capacity. Delegation can strengthen coordination, but a backup is useful only when release and availability are enforceable for the required window.

Sources & Evidence

1. BARECON 2017
   · The bareboat charterer generally bears crew, maintenance, repairs and insurance obligations. Choosing that control model requires corresponding retained operating capability. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
2. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Tidewater generally assigns on-hire fuel expense to customers and bears it off hire or in drydock. Benefit allocation therefore matters to an owner-funded upgrade; qualified personnel also remain a delivery requirement. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
3. Viking Supply Ships AB Annual Report 2025
   · Viking reports Sea1 management and chartering coordination and an AHTS revenue-sharing arrangement. It also identifies interest-rate and liquidity risks. Backup independence and interruption funding are analytical decision implications. ([storage.mfn.se](https://storage.mfn.se/56a1b6a7-08ce-43d9-96a3-ba09d128b3ca/annual-report-2025.pdf))
4. Battery and hybrid ships
   · DNV frames battery adoption around technical and financial feasibility, operating requirements, system qualification and design assessment, supporting mission-specific rather than label-based investment. ([dnv.com](https://www.dnv.com/services/battery-and-hybrid-ships/))
5. L-LARS installation on Odin Viking for Sea1 Offshore | Ulstein Group
   · Ulstein reports completed launch-and-recovery-system installation and associated maintenance on AHTS Odin Viking, with the vessel ready again on March xx.xx 2025. This establishes a selective modification example. ([ulstein.com](https://ulstein.com/news/sea1-offshore-chooses-ulstein-for-l-lars-installation))

3.3. New Revenue Opportunities

Assessed revenue routes include qualified campaign support for offshore operators, integrated mooring services for buyers with coordination gaps, function-specific local delivery arrangements for vessel owners, and reserved emergency-response coverage for public authorities. Floating-wind towing and mooring remain staged opportunities rather than assured employment. As assessed in Opportunity Mapping, capture depends on the accepted vessel-service package and purchasing mandate: existing awards are not open capacity, successor public-service work requires an actual solicitation, and wind specialization requires funded marine procurement and customer acceptance.

Sources & Evidence

1. Solstad Maritime ASA - Contract awards for 2 AHTS vessels in the APAC region
   · The disclosed firm awards support campaign-specific opportunity screening; expected commencement and separate options do not establish completed deployment or open capacity. ([solstad.com](https://www.solstad.com/solstad-maritime-asa-contract-awards-for-xx.xx-ahts-vessels-in-the-apac-region/))
2. Equinor put Trollvind on hold
   · Trollvind's failure to progress as planned supports retaining project-conversion conditions in the floating-wind opportunity summary. ([equinor.com](https://www.equinor.com/news/xx.xx-trollvind-on-hold))
3. Anchor handling tug supply vessel (AHTS)
   · Royal IHC offers floating-wind AHTS designs addressing towing, anchor handling and mooring functions. The offered design establishes an application route, not an accepted vessel available for a particular charter. ([royalihc.com](https://www.royalihc.com/offshore-energy/offshore-vessels/floating-wind-vessels/anchor-handling-tug-supply-vessel-ahts))
4. DOF Group ASA - Four long-term AHTS contracts in Brazil
   · The Petrobras awards demonstrate an identifiable campaign purchasing mandate and a service boundary beyond hull access; they do not offer uncommitted capacity to another buyer. ([dof.com](https://www.dof.com/news-company-disclosures/dof-group-asa---four-long-term-ahts-contracts-in-brazil))
5. Tow, mooring, & repair | DOF
   · DOF's integrated towing and mooring offering supports assessment of a service package where the buyer has a coordination gap; capture remains package-specific. ([dof.com](https://www.dof.com/services/tow-mooring-installation-and-repair))
6. Zamil Offshore - Marine Services
   · Zamil describes chartering international vessels and rechartering them into Saudi Aramco assignments, establishing a customer-facing function rather than guaranteed access. ([zamiloffshore.com](https://www.zamiloffshore.com/page/marine/Services))
7. Cross-Chartering & Vessel Management - Stanford Marine
   · Stanford offers third-party commercial and technical management and addresses management-system and end-user compatibility, supporting a function-specific delegated route. ([stanford-marine.com](https://stanford-marine.com/cross-chartering-vessel-management/))
8. Emergency Towing Vessel Contract Awarded to Marnavi Spa - HM Coastguard
   · The Maritime & Coastguard Agency funded Ievoli Black emergency-towing coverage through 2028 with UK flag and all-UK crew requirements, demonstrating a service-specific public purchasing need. ([hmcoastguard.uk](https://hmcoastguard.uk/news/emergency-towing-vessel-contract-awarded-marnavi-spa))

3.4. Next-Generation Business Models

AHTS monetization already extends beyond vessel access where suppliers contract for specialist work. DOF's towing and mooring offering provides an established integrated-service alternative, but the attributable vessel scope must remain distinct from the wider offshore project. Buyers lacking engineering or coordination can assess that package; those retaining these functions can prefer a narrower charter. Broader delivery should carry explicit equipment, personnel, acceptance and remedy provisions. Consolidated interfaces come with greater supplier dependence and delivery exposure, not automatic savings.

Ownership and execution can also be separated through established rechartering and management offerings. Zamil describes international-vessel rechartering into Saudi Aramco assignments, while Stanford offers third-party commercial and technical management subject to system and end-user compatibility. These are different functions, not interchangeable access guarantees. An owner should delegate the documented capability gap only after agreeing vessel authority, booking rights, maintenance and customer responsibilities. Direct execution remains preferable when the owner already has the required organization and eligibility.

Sources & Evidence

1. SUPPLYTIME 2017 Special Tasks Annexes
   - BIMCO's special-task annexes address added services and employment-specific personnel requirements and need project adaptation. Explicit scope and accountability are analytical contracting implications, not universal model terms. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))
2. Tow, mooring, & repair | DOF
   - DOF offers towing, mooring installation and commissioning within integrated subsea services, establishing an offered specialist-service route rather than the inclusions of every charter. ([dof.com](https://www.dof.com/services/tow-mooring-installation-and-repair))
3. Zamil Offshore - Marine Services
   - Zamil's disclosed rechartering activity separates an international owner's vessel contribution from the customer-facing chartering route. Vessel authority and delivery allocations still require agreement. ([zamiloffshore.com](https://www.zamiloffshore.com/page/marine/Services))
4. Cross-Chartering & Vessel Management - Stanford Marine
   - Stanford's management offering supplies commercial and technical functions for selected third-party owners, distinct from a rechartering mandate or automatic jurisdictional permission. ([stanford-marine.com](https://stanford-marine.com/cross-chartering-vessel-management/))

3.5. Industry Roadmap

During 2026-2027, execution should center on equipment readiness and compliance accountability. The anchor handling requirements effective January xx.xx 2026 distinguish new installations from existing-equipment renewal-survey transitions. In covered European activity, offshore MRV applies from xx.xx GT beginning in 2025, while offshore ETS extends to vessels of at least xx.xx GT from 2027. Owners should align nominations, survey status and contractual information responsibilities; these transitions do not establish a universal replacement requirement.

During 2028-2029, monitor actual renewal procurements and conversion of floating-wind projects into funded marine work. The Scottish Ievoli Black service award runs through 2028, but its endpoint does not establish a successor tender or released capacity. Project sanction, procurement release, binding award and accepted nomination should govern staged specialization.

For 2030-2032, preserve credible fuel and configuration options without assuming a winning architecture. Fuel-ready notation can describe preparation for later conversion rather than installed capability; actual operation still requires the approved installation and supply arrangements. Environmental differentiation needs lifecycle substantiation, including upstream and onboard emissions. Retain or modify assets where the required capability can be accepted and supported; pursue a newbuild when inherited constraints defeat that route and construction risk is manageable.

Sources & Evidence

1. New safety requirements from 1 January 2026 for anchor handling winches and associated equipment
   · DNV distinguishes new installations and newbuild delivery from existing-equipment transition, normally at the first class renewal survey completed on or after January xx.xx 2026. This supports survey-specific planning rather than universal replacement.
   ([dnv.com](https://www.dnv.com/news/2025/new-safety-requirements-from-xx.xx-january-2026-for-anchor-handling-winches-and-associated-equipment/))
2. MGN 670 (M) Amendment 2: Guidance on SOLAS Chapter II-1
   · The Maritime & Coastguard Agency confirms that the SOLAS amendments concerning anchor handling winches entered into force on January xx.xx 2026 and distinguishes administration and delegated approval responsibilities.
   ([gov.uk](https://www.gov.uk/government/publications/mgn-xx.xx-amendment-xx.xx-m-guidance-on-the-application-of-solas-ii-xx.xx/mgn-xx.xx-m-amendment-xx.xx-ships-built-on-or-after-1st-january-2009-and-engaged-on-international-voyages-guidance-on-solas-chapter-ii-xx.xx))
3. Equinor put Trollvind on hold
   · The postponement supports staged commitment against funding and procurement decisions; it does not predict the outcome of future floating-wind projects.
   ([equinor.com](https://www.equinor.com/news/xx.xx-trollvind-on-hold))
4. FAQ - Maritime transport in EU Emissions Trading System
   · The European Commission establishes offshore MRV coverage from xx.xx GT beginning January xx.xx 2025 and offshore ETS coverage from xx.xx GT beginning in 2027, within the applicable geographic framework.
   ([climate.ec.europa.eu](https://climate.ec.europa.eu/areas-action/transport-decarbonisation/reducing-emissions-shipping-sector/faq-maritime-transport-eu-emissions-trading-system-ets_en))
5. IMO framework on life cycle GHG intensity of marine fuels (LCA)
   · IMO's lifecycle framework covers upstream and onboard emissions of marine fuels and energy carriers and provides for verified actual emission factors, supporting separate environmental substantiation.
   ([imo.org](https://www.imo.org/en/ourwork/environment/pages/lifecycle-ghg---carbon-intensity-guidelines.aspx))
6. New DNV Fuel Ready and Gas fuelled ammonia class notations provide maximum flexibility to tackle shipping's carbon curve
   · DNV's Fuel Ready framework permits preparation for later conversion and optional installation and certification during construction. Readiness alone therefore does not establish installed operating capability.
   ([dnv.co.kr](https://www.dnv.co.kr/news/2021/new-dnv-fuel-ready-and-gas-fuelled-ammonia-class-notations-provide-maximum-flexibility-to-tackle-shipping-s-carbon-curve-xx.xx/))

7. L-LARS installation on Odin Viking for Sea1 Offshore | Ulstein Group
   · The completed Odin Viking modification supports retaining a qualified existing-asset route; feasibility and acceptance for another hull remain conditional rather than established by this example. ([ulstein.com](https://ulstein.com/news/sea1-offshore-chooses-ulstein-for-l-lars-installation))
8. Emergency Towing Vessel Contract Awarded to Marnavi Spa - HM Coastguard
   · The disclosed service runs through 2028. Monitoring successor procurement is an analytical implication; the award does not announce a subsequent tender or release of the vessel. ([hmcoastguard.uk](https://hmcoastguard.uk/news/emergency-towing-vessel-contract-awarded-marnavi-spa))

4. Market Overview

4.1. Introduction

The global Anchor Handling Towing Supply Vessel market connects vessel ownership with project-specific access to offshore working capacity. Its core offering combines anchor handling, towing and supply functions, supported by vessel design, installed equipment and qualified personnel. ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪

The accepted missions and end uses extend into construction support, survey and research, emergency response, environmental work, ice operations and public-security applications without expanding the study to every vessel performing those tasks. ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ Buyers should compare documented vessel particulars and task acceptance rather than treating an AHTS label or capability band as sufficient evidence of equivalence.

Figure 5. Global Anchor Handling Towing Supply Vessel Market Size, 2017-2032

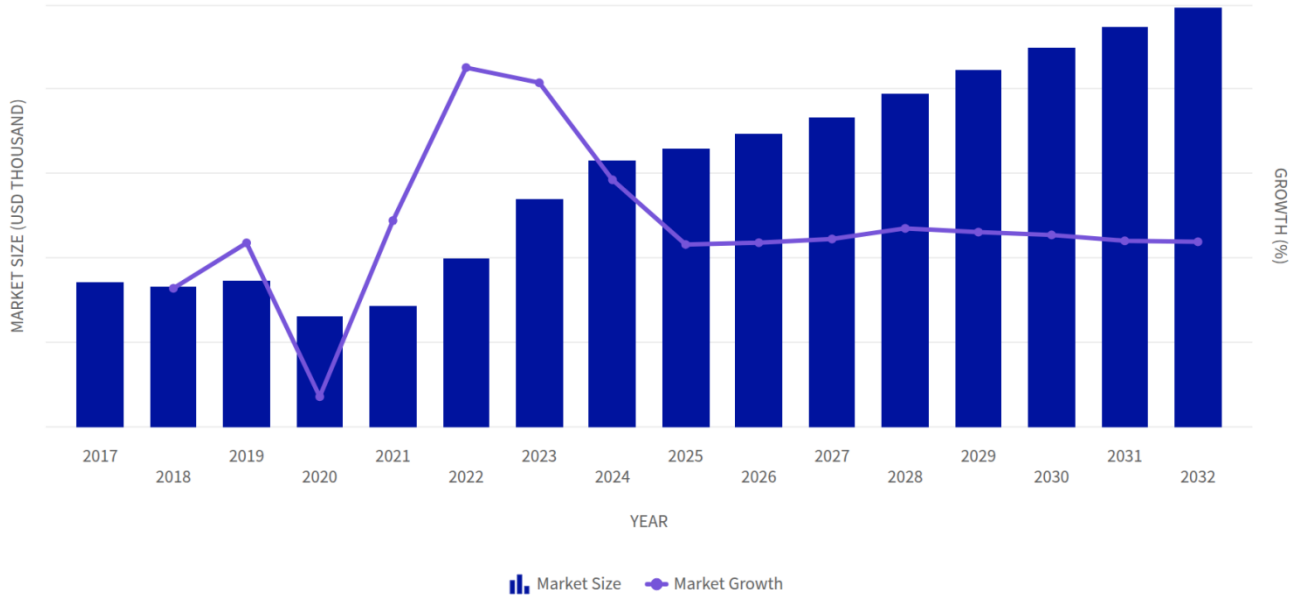


Table 2. Global Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

World	2023	2024	2025	2026	2027	2032	CAGR (%)
Global	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Sources & Evidence

1. Guide for Dynamic Positioning Systems, February 2024

   · ABS distinguishes DPS-xx.xx manual position control with automatic heading control from its other DPS notations.
   ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))

2. Anchor handling tug supply (AHTS) vessel

   · Kongsberg offers AHTS propulsion, deck machinery, positioning and lifecycle-support systems.
   ([kongsberg.com](https://www.kongsberg.com/maritime/segments/offshore-wind/ahts-vessel/))

4.2. Key Growth Contribution

Committed offshore campaigns convert drilling and production-support needs into purchases of combined anchor handling, towing and supply capability, as illustrated by firm APAC awards and Saka's AHTS procurement scope. Serving that demand requires a mission-qualified vessel, personnel and an accountable delivery package. Customer prequalification and compatibility with existing employment constrain capture, so a project announcement or nominal hull availability is not equivalent to accessible work.

Figure 6. Global Anchor Handling Towing Supply Vessel Market, Key Growth contribution, 2025-2032

Table 3. Global Anchor Handling Towing Supply Vessel Market, Key Growth Contribution, 2025-2032

Scope	Leading category	Added value (USD Thousand)	Growth share (%)	CAGR (%)
Global - Battery Integration	xx.xx	xx.xx	xx.xx	xx.xx
Global - Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx
Global - Charter Commitment	xx.xx	xx.xx	xx.xx	xx.xx
Global - Charter Delivery Model	xx.xx	xx.xx	xx.xx	xx.xx
Global - Commercial Offering	xx.xx	xx.xx	xx.xx	xx.xx
Global - Contracting Buyer	xx.xx	xx.xx	xx.xx	xx.xx
Global - Contracting Channel	xx.xx	xx.xx	xx.xx	xx.xx
Global - Country	xx.xx	xx.xx	xx.xx	xx.xx
Global - Deadweight Capacity	xx.xx	xx.xx	xx.xx	xx.xx
Global - Dynamic Positioning Class	xx.xx	xx.xx	xx.xx	xx.xx
Global - End-use Industry	xx.xx	xx.xx	xx.xx	xx.xx
Global - Fuel Capability	xx.xx	xx.xx	xx.xx	xx.xx
Global - Ice Capability	xx.xx	xx.xx	xx.xx	xx.xx
Global - Installed Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx
Global - Primary Mission	xx.xx	xx.xx	xx.xx	xx.xx
Global - Propulsion Architecture	xx.xx	xx.xx	xx.xx	xx.xx
Global - Region	xx.xx	xx.xx	xx.xx	xx.xx

Sources & Evidence

1. Solstad Maritime ASA - Contract awards for 2 AHTS vessels in the APAC region

   · Solstad announced firm APAC AHTS drilling-support awards on September xx.xx 2026. ([solstad.com](https://www.solstad.com/solstad-maritime-asa-contract-awards-for-xx.xx-ahts-vessels-in-the-apac-region/))

2. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103

   · Saka's April 2024 invitation purchases combined AHTS drilling support and requires supplier prequalification. ([sakaenergi.com](https://www.sakaenergi.com/wp-content/uploads/2024/xx.xx/Tender-Announcement-in-CIVD-BID-xx.xx-xx.xx-rev01-signed-xx.xx.pdf))

4.3. Industry Ecosystem & Value Chain Analysis

Value is created by combining a usable vessel with a responsibility package that allows the customer to execute its offshore task. Designers, shipyards and equipment suppliers contribute to the finished asset; owners and operators convert that asset into available capacity. ▬▬▬▬▬▬▬▬▬▬ ▬▬▬▬▬▬▬▬▬▬ ▬▬▬▬ ▬▬▬▬▬▬▬▬▬ ▬▬▬ ▬▬▬▬▬▬▬▬▬▬ ▬▬▬▬▬▬▬▬▬ ▬▬▬▬ ▬▬▬▬▬

[redacted]

Commercial control changes at different points. [redacted] The buyer should identify who controls the asset, who supplies the delivery capability and who bears each obligation before comparing competing packages.

[redacted] Separately contracting those functions retains buyer control while introducing interfaces that must be managed. The commercially relevant bottleneck is the combination of accepted capability and accountable delivery, not ownership of an isolated component.

Sources & Evidence

1. BARECON 2017
   - BARECON assigns possession, control and legal and financial responsibility to the bareboat charterer. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
2. SUPPLYTIME 2017 Special Tasks Annexes
   - Specialized services may require additions to an offshore support charter, supporting explicit service boundaries. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))
3. Anchor handling tug supply (AHTS) vessel
   - Integrated equipment and ongoing support substantiate adjacent supplier roles in the vessel value chain. ([kongsberg.com](https://www.kongsberg.com/maritime/segments/offshore-wind/ahts-vessel/))
4. NEWBUILDCON
   - NEWBUILDCON is a standard shipbuilding agreement addressing shipowner and shipbuilder interests. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/newbuildcon/))
5. SHIPSALE 22
   - SHIPSALE xx.xx is a standard memorandum of agreement for ship sale and purchase. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/shipsale-xx.xx/))

4.3.1. Supply-Side Analysis

Supply adjustment follows distinct routes. Newbuild procurement combines a shipbuilding agreement with design and equipment integration. [redacted]

[redacted]

RESEARCH SAMPLE REPORT

[redacted] IMCA's eCMID system provides standardized inspection reporting and operator responses to findings; it does not substitute for the particular customer's acceptance. Suppliers should establish the critical readiness conditions before promising availability, and buyers should distinguish unresolved remedial work from a vessel that can meet the contractual start requirement.

Sources & Evidence

1. Guide for Dynamic Positioning Systems, February 2024
   · The guide establishes notation-specific positioning requirements, supporting separate capability assessment. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))
2. NEWBUILDCON
   · The agreement supports distinguishing newbuild procurement from ownership transfer and capacity hire. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/newbuildcon/))
3. SHIPSALE 22
   · Its transaction sequence supports treating existing-vessel acquisition as distinct from newbuilding and hire. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/shipsale-xx.xx/))
4. New safety requirements from 1 January 2026 for anchor handling winches and associated equipment
   · DNV describes applicable anchor handling equipment compliance and survey-transition requirements. ([dnv.com](https://www.dnv.com/news/2025/new-safety-requirements-from-xx.xx-january-2026-for-anchor-handling-winches-and-associated-equipment/))
5. eCMID
   · eCMID provides standardized offshore vessel inspections and permits operator responses and supporting information. ([imca-int.com](https://www.imca-int.com/resources/ecmid/))
6. Viking Supply Ships AB enter into an agreement to acquire AHTS Vessel Maersk Maker
   · Viking announced an agreement to acquire AHTS Maersk Maker on March xx.xx 2026; the announcement described expected delivery, not a completed handover. ([vikingsupply.com](https://vikingsupply.com/viewnewsarticle?id=e3d9728d-ec51-4ee0-b8b2-9e3d6fcf0d19&lcid=xx.xx))

4.3.2. Demand-Side Analysis

Asset buyers and capacity buyers solve different problems. [redacted] Procurement should consequently distinguish the entity funding ownership from the entity committing to employment and the customer accepting the vessel for the mission.

[redacted] A buyer seeking an integrated project service should not assume a standard vessel charter supplies every specialized function. The defensible purchase specification combines the work scope, delivery window, documented vessel capability, acceptance requirements and responsibility schedule.

Sources & Evidence

1. BARECON 2017
   - The charterer generally bears crew, maintenance, insurance and other operating obligations under BARECON. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
2. SUPPLYTIME 2017 Special Tasks Annexes
   - The annexes address additional task and personnel requirements rather than assuming these are universally included. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))

4.3.3. Stakeholder Analysis

Ownership, management and contracting are separable sources of influence. ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ Such arrangements require clear authority over bookings, maintenance priorities, information and customer obligations; they do not establish that a management relationship automatically resolves every project-access requirement.

Approval stakeholders exercise different controls. Classification societies assess conformity with their applicable rules, flag authorities administer statutory requirements, and clients determine acceptance for their contracted work. ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪

Sources & Evidence

1. Guide for Dynamic Positioning Systems, February 2024
   - Positioning notations assess defined system characteristics rather than universal project acceptance. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))
2. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   - Tidewater distinguishes flag-state oversight from classification surveys and certification. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
3. eCMID
   - The system involves vessel operators, clients and inspection companies, supporting distinct stakeholder roles. ([imca-int.com](https://www.imca-int.com/resources/ecmid/))
4. Viking Supply Ships AB Annual Report 2025
   - Viking reports outsourced commercial and technical management to Sea1 and an AHTS revenue-sharing arrangement. ([storage.mfn.se](https://storage.mfn.se/56a1b6a7-08ce-43d9-96a3-ba09d128b3ca/annual-report-2025.pdf))

4.4. Market Dynamics

AHTS demand becomes commercially meaningful when project work is matched with eligible, ready capacity. ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪

[redacted]
Contract status and readiness therefore explain different parts of market adjustment.

These interactions produce competing incentives. A term commitment can support an owner's planning but limits deployment flexibility; task hire preserves flexibility but requires renewed matching of availability and acceptance. [redacted]

Sources & Evidence

1. New safety requirements from 1 January 2026 for anchor handling winches and associated equipment
   · Equipment findings and survey status can change usable mission capability independently of vessel ownership. ([dnv.com](https://www.dnv.com/news/2025/new-safety-requirements-from-xx.xx-january-2026-for-anchor-handling-winches-and-associated-equipment/))
2. Solstad Maritime ASA - Contract awards for 2 AHTS vessels in the APAC region
   · The firm employment disclosure grounds the analytical distinction between committed and uncommitted capacity.
   ([solstad.com](https://www.solstad.com/solstad-maritime-asa-contract-awards-for-xx.xx-ahts-vessels-in-the-apac-region/))
3. Viking Supply Ships AB enter into an agreement to acquire AHTS Vessel Maersk Maker
   · The disclosed acquisition supports distinguishing ownership transfer from creation of another vessel.
   ([vikingsupply.com](https://vikingsupply.com/viewnewsarticle?id=e3d9728d-ec51-4ee0-b8b2-9e3d6fcf0d19&lcid=xx.xx))

4.4.1. Key Drivers

4.4.1.1. Firm offshore campaigns translate project activity into capacity commitments

[redacted] Owners should distinguish firm employment from prospective campaigns and reconcile the required delivery window with existing commitments. Customer spending changes remain a counterforce; an announced project is not equivalent to a secured charter.

Sources & Evidence

1. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Tidewater identifies customer offshore capital spending as a determinant of demand for its services.
   ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
2. Solstad Maritime ASA - Contract awards for 2 AHTS vessels in the APAC region
   · On September xx.xx 2026, Solstad Maritime announced firm AHTS contracts for drilling support in APAC.
   ([solstad.com](https://www.solstad.com/solstad-maritime-asa-contract-awards-for-xx.xx-ahts-vessels-in-the-apac-region/))

4.4.1.2. Floating-wind installation and maintenance create task-specific purchase triggers

Floating-wind projects create relevant towing and mooring tasks, including maintenance-related vessel requirements. Solstad's first-quarter 2024 presentation identified AHTS vessels for Hywind Scotland turbine maintenance towing. ■■■■ ■■■■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■ ■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■

Sources & Evidence

1. Solstad Offshore: First-Quarter 2024 Presentation
   - Solstad's first-quarter 2024 presentation identified Normand Ferking and Normand Sigma for Hywind Scotland maintenance towing. This is application evidence, not proof of universal recurring demand. ([solstad.com](https://www.solstad.com/wp-content/uploads/2024/xx.xx/Solstad-Offshore-1Q-2024-Presentation.pdf))
2. Equinor put Trollvind on hold
   - Equinor's May 2023 Trollvind postponement demonstrates commercial and technical counterforces to floating-wind project conversion. ([equinor.com](https://www.equinor.com/news/xx.xx-trollvind-on-hold))

4.4.1.3. Emissions accountability prompts configuration and reporting reviews

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These obligations can support interest in documented efficiency improvements, but do not require universal vessel replacement. Owners should compare compliant existing configurations with proposed upgrades and identify which party captures any operating benefit before approving changes.

Sources & Evidence

1. FAQ - Maritime transport in EU Emissions Trading System
   - EU MRV includes offshore ships of at least xx.xx GT from 2025; EU ETS includes offshore ships of at least xx.xx GT from 2027. ([climate.ec.europa.eu](https://climate.ec.europa.eu/areas-action/transport-decarbonisation/reducing-emissions-shipping-sector/faq-maritime-transport-eu-emissions-trading-system-ets_en))

4.4.2. Key Restraints

4.4.2.1. Project approval and investment risk interrupt the demand-conversion chain

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employment. Longer commitments may reduce exposure to individual scheduling changes, but their protection depends on the agreed cancellation and performance provisions.

Sources & Evidence

1. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · The filing describes demand exposure to customer investment decisions; the publication's commitment distinction is analytical. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
2. Equinor put Trollvind on hold
   · Equinor attributed postponement to technology availability, commercial viability and schedule challenges. ([equinor.com](https://www.equinor.com/news/xx.xx-trollvind-on-hold))

4.4.2.2. Activity-specific access rules limit geographic portability

Technical suitability does not establish legal access to every assignment. U.S. merchandise-transport and applicable towing provisions impose ownership and coastwise-documentation requirements, subject to their statutory scope and exceptions. ▪▪ ▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪

Sources & Evidence

1. 46 U.S.C. §55102 - Transportation of merchandise
   · Section xx.xx requires U.S. ownership and coastwise documentation or qualifying exemption for covered merchandise transport. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55102.pdf))
2. 46 U.S.C. §55111 - Towing
   · Section xx.xx establishes ownership and documentation requirements for specified towing, with defined scope and exceptions. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55111.pdf))

4.4.2.3. Asset financing limits commitment flexibility

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Sources & Evidence

1. BARECON 2017
   · Bareboat access retains substantial responsibilities despite avoiding purchase of the vessel. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
2. Viking Supply Ships AB Annual Report 2025
   · The report identifies borrowing and interest-rate exposure as financial considerations for the group. ([storage.mfn.se](https://storage.mfn.se/56a1b6a7-08ce-43d9-96a3-ba09d128b3ca/annual-report-2025.pdf))

4.4.3. Key Opportunities

4.4.3.1. Mission-ready continuity for committed offshore campaigns

[illegible] Term coverage is appropriate when continuity matters; task hire remains an alternative for separable work. Existing commitments and customer acceptance must be resolved before promising replacement capacity.

Sources & Evidence

1. New safety requirements from 1 January 2026 for anchor handling winches and associated equipment
   · Applicable equipment transitions are linked to delivery, installation or the relevant renewal survey. ([dnv.com](https://www.dnv.com/news/2025/new-safety-requirements-from-xx.xx-january-2026-for-anchor-handling-winches-and-associated-equipment/))
2. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   · The invitation specifies principal drilling-support duties separately from secondary emergency functions. ([sakaenergi.com](https://www.sakaenergi.com/wp-content/uploads/2024/xx.xx/Tender-Announcement-in-CIVD-BID-xx.xx-xx.xx-rev01-signed-xx.xx.pdf))

4.4.3.2. Accountable integration of AHTS-linked mooring services

[illegible] A vessel-only entrant should supply accepted capacity to that contractor rather than promise unsubstantiated integration. The opportunity depends on actual buyer needs and accountable interfaces, with reduced independent supplier choice as the trade-off.

Sources & Evidence

1. DOF Group ASA - Four long-term AHTS contracts in Brazil
   · DOF's May 2025 Petrobras disclosure combines AHTS charter and service awards, including work-class ROV scope for specified vessels. ([dof.com](https://www.dof.com/news-company-disclosures/dof-group-asa---four-long-term-ahts-contracts-in-brazil))
2. Tow, mooring, & repair | DOF
   · DOF markets towing, mooring installation and commissioning within integrated subsea services. ([dof.com](https://www.dof.com/services/tow-mooring-installation-and-repair))

4.4.3.3. Selective extension of existing-vessel mission capability

Documented AHTS equipment and battery retrofits provide a route to selected new capabilities without replacing the hull. Owners can investigate this route when customer requirements expose a specific configuration gap. [illegible]

Sources & Evidence

1. Battery and hybrid ships
   · DNV offers battery feasibility, system qualification, design assessment and performance verification. ([dnv.com](https://www.dnv.com/services/battery-and-hybrid-ships/))
2. Rawabi goes hybrid
   · Wärtsilä documents an achieved engine-and-battery retrofit on AHTS Rawabi xx.xx. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))
3. L-LARS installation on Odin Viking for Sea1 Offshore | Ulstein Group
   · Ulstein reports completed launch-and-recovery-system installation and associated maintenance on Odin Viking in March 2025. ([ulstein.com](https://ulstein.com/news/sea1-offshore-chooses-ulstein-for-l-lars-installation))

4.4.3.4. Reserved emergency-response coverage for public buyers

The Scottish emergency-towing award addresses a documented coverage need through funded, reserved service rather than incidental emergency capability. ■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■ ■ ■■■■■■■■ ■■■■ ■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■ ■■ ■■■ ■■ ■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■ ■■■■■■■■■■■■ Dedicated readiness limits competing project deployment.

Sources & Evidence

1. Emergency Towing Vessel Contract Awarded to Marnavi Spa - HM Coastguard
   · The MCA identifies inadequate commercial emergency-towage coverage in northern and western Scottish waters and funded Ievoli Black service through 2028. ([hmcoastguard.uk](https://hmcoastguard.uk/news/emergency-towing-vessel-contract-awarded-marnavi-spa))

4.4.4. Key Challenges

4.4.4.1. Converting nominal availability into accepted working capacity

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Sources & Evidence

1. New safety requirements from 1 January 2026 for anchor handling winches and associated equipment
   · DNV distinguishes suspended equipment use from vessel suspension and describes implementation through applicable surveys. ([dnv.com](https://www.dnv.com/news/2025/new-safety-requirements-from-xx.xx-january-2026-for-anchor-handling-winches-and-associated-equipment/))
2. eCMID
   · Inspection reports and responses support assessment of unresolved findings; project acceptance remains a separate inference. ([imca-int.com](https://www.imca-int.com/resources/ecmid/))

4.4.4.2. Aligning specialized work with the contracted responsibility package

Specialized AHTS-linked services can exceed the scope of a standard offshore support charter. BIMCO warns that user-drafted additions may create omissions or conflicting provisions and that its special-task annexes require project adaptation. ■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■ ■■■ ■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■■■■

Sources & Evidence

1. SUPPLYTIME 2017 Special Tasks Annexes
   - BIMCO warns of omissions or conflicts in user-drafted additions and states that annexes need project adaptation. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))

4.4.4.3. Qualifying power-system changes against the intended mission

Selecting electric drive, combined mechanical-electric drive, battery integration or alternative-fuel capability is not a complete procurement decision. Kongsberg offers integrated AHTS systems, while DNV treats battery adoption as a feasibility, qualification and risk-assessment question. ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■

Sources & Evidence

1. Anchor handling tug supply (AHTS) vessel
   - The company's AHTS offering includes hybrid-electric propulsion options and integrated systems; suitability remains a procurement question. ([kongsberg.com](https://www.kongsberg.com/maritime/segments/offshore-wind/ahts-vessel/))
2. Battery and hybrid ships
   - DNV frames battery adoption around feasibility, system qualification, design assessment and class-related risk analysis. ([dnv.com](https://www.dnv.com/services/battery-and-hybrid-ships/))

4.4.4.4. Matching personnel capability to specialized vessel commitments

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Sources & Evidence

1. SUPPLYTIME 2017 Special Tasks Annexes
   · The crew-qualifications annex accommodates qualifications required by the vessel's employment. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))
2. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Tidewater reports difficulties recruiting and retaining appropriately qualified personnel. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))

4.5. Porter's Five Forces Analysis

Rivalry and buyer leverage operate within a qualified project pool rather than across every nominally available AHTS vessel. Tidewater identifies suitability, availability, safety, mobilization and national flag preference among its competitive factors. ■ ■■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■ ■■■■■■■ ■■■■■■ ■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■■■■■■

Entry involves acquiring an asset and establishing a deliverable service. Existing-vessel purchases can provide an ownership route without a newbuilding, but class requirements, inspections, crewing and jurisdictional eligibility remain. ■■■■■■■■■■ ■ ■■■■■■ ■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■

Equipment suppliers can influence lifecycle support through integrated propulsion, deck machinery and positioning systems. Switching an embedded system may require renewed integration and approval assessment, whereas competing configurations can be evaluated before acquisition. ■■■■ ■■ ■ ■■■■■■■■■ ■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■ ■■■■■■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■ ■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■ ■■■■ ■■■■■■ ■■■ ■■■■■■■■

Sources & Evidence

1. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · The filing identifies suitability, availability, safety, mobilization and flag preference as competitive factors. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
2. Anchor handling tug supply (AHTS) vessel
   · Integrated systems and lifecycle support ground the conditional analysis of equipment-supplier leverage. ([kongsberg.com](https://www.kongsberg.com/maritime/segments/offshore-wind/ahts-vessel/))
3. eCMID
   · The inspection framework supports examining deliverable service capability beyond asset ownership. ([imca-int.com](https://www.imca-int.com/resources/ecmid/))

4. 46 U.S.C. §55111 - Towing
   - The towing statute supports activity-specific eligibility as an entry and competitive-comparison condition. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55111.pdf))
5. Marine Services
   - Boskalis describes specialist construction-support, towage and anchor-handling services, grounding task-specific alternatives rather than universal vessel equivalence. ([boskalis.com](https://boskalis.com/activities/offshore-energy/marine-services?utm_source=openai))

4.6. PESTLE Analysis

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Financing conditions affect the capacity to maintain assets as well as acquire them. ■■■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■ ■■■ ■■ ■■■■■■■ ■ ■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ Investment approval should therefore consider liquidity through maintenance interruptions and project delays, rather than assuming contracted employment removes financial risk.

■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■ ■■ ■■■■■■■■ ■■ ■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■ Compliance documentation and qualified personnel are complementary requirements: an equipment certificate does not establish crew competence, and experienced personnel do not replace statutory compliance. Owners must align commercial commitments with the applicable approval and survey calendar.

Intellectual-property exposure is component-specific. ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■ Buyers integrating proprietary mooring equipment should establish licensing, service access and relevant rights before committing to a configuration; vessel classification is not a substitute for that assessment.

Environmental obligations also require clear accountability. ■■■■■ ■■■ ■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ Contracts should identify the responsible entity, information exchange and recovery arrangements rather than assuming the party buying fuel carries every compliance obligation.

Physical environmental exposure remains separate from emissions compliance. ■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■

[redacted] Deployment approval should reconcile all applicable requirements; no single capability label establishes suitability for every weather-sensitive or polar mission.

Sources & Evidence

1. Guide for Dynamic Positioning Systems, February 2024
   · Positioning performance is assessed under specified environmental conditions. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))
2. MGN 670 (M) Amendment 2: Guidance on SOLAS Chapter II-1
   · The MCA states that the SOLAS amendments concerning lifting appliances and anchor handling winches entered into force on January xx.xx 2026. ([gov.uk](https://www.gov.uk/government/publications/mgn-xx.xx-amendment-xx.xx-m-guidance-on-the-application-of-solas-ii-xx.xx/mgn-xx.xx-m-amendment-xx.xx-ships-built-on-or-after-1st-january-2009-and-engaged-on-international-voyages-guidance-on-solas-chapter-ii-xx.xx))
3. FAQ - Maritime transport in EU Emissions Trading System
   · The shipping company retains allowance-surrender responsibility despite applicable reimbursement rights against another responsible entity. ([climate.ec.europa.eu](https://climate.ec.europa.eu/areas-action/transport-decarbonisation/reducing-emissions-shipping-sector/faq-maritime-transport-eu-emissions-trading-system-ets_en))
4. Viking Supply Ships AB Annual Report 2025
   · Viking describes interest-rate risk and matching currency exposures, supporting conditional financing analysis. ([storage.mfn.se](https://storage.mfn.se/56a1b6a7-08ce-43d9-96a3-ba09d128b3ca/annual-report-2025.pdf))
5. USTR Notice of Modification to Suspend Action for One Year
   · The formal notice suspends specified maritime fees and equipment duties from November xx.xx 2025, through November xx.xx 2026. ([ustr.gov](https://ustr.gov/sites/default/files/files/Press/Releases/2025/Section%xx.xx%20Ships%20FRN%20Action%20Suspension%2011-xx.xx-xx.xx%20Final.pdf))
6. In-line Tensioner (ILT)
   · Kongsberg describes its In-line Tensioner as patent pending; this disclosure does not establish granted rights or vessel-wide exclusivity. ([kongsbergmaritime.com](https://www.kongsbergmaritime.com/products/deck-machinery-and-cranes/floating-production-storage--offloading-unit-fpso/in-line-tensioner/))
7. International Code for Ships Operating in Polar Waters (Polar Code)
   · The Polar Code includes certification requirements and differentiated categories for applicable ships operating in defined polar waters. ([imo.org](https://www.imo.org/en/ourwork/safety/pages/polar-code.aspx))

4.7. Market Outlook

The defensible AHTS outlook is conditional on project commitment and deliverable capability rather than uniformly favorable across applications. Awarded campaign and specialist-service packages provide concrete employment catalysts, while customer capital allocation and project viability remain counterforces. [redacted]

The strategic turning point is a demonstrated capability gap linked to a credible purchasing mandate. Documented retrofit options permit selected mission changes without replacement, but qualification and operating-profile assessment remain necessary. [redacted]

Sources & Evidence

1. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Tidewater connects service demand to customer capital allocation and identifies suitability, personnel and legal service access as competitive factors. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
2. Equinor put Trollvind on hold
   · Equinor postponed Trollvind because of technology availability, commercial viability and timing challenges. ([equinor.com](https://www.equinor.com/news/xx.xx-trollvind-on-hold))
3. Battery and hybrid ships
   · DNV evaluates battery options against operating and environmental requirements, supporting conditional rather than label-based adoption. ([dnv.com](https://www.dnv.com/services/battery-and-hybrid-ships/))
4. DOF Group ASA - Four long-term AHTS contracts in Brazil
   · Awarded AHTS-linked services provide a concrete catalyst, without establishing uncommitted access to the same vessels. ([dof.com](https://www.dof.com/news-company-disclosures/dof-group-asa---four-long-term-ahts-contracts-in-brazil))

4.7.1. Near-Term Market Outlook (0-2 Years)

During 2026-2027, readiness and compliance allocation are immediate commercial priorities. Anchor handling requirements effective January xx.xx 2026 create different obligations for new installations and existing equipment reaching the relevant renewal survey. [redacted] Actual commencement, survey completion and nomination acceptance are observable checkpoints. A regional award without an identified operating country cannot establish the permissions needed for a new country entry.

Sources & Evidence

1. New safety requirements from 1 January 2026 for anchor handling winches and associated equipment
   · Existing-equipment transition normally occurs at the first class renewal survey completed on or after January xx.xx 2026. ([dnv.com](https://www.dnv.com/news/2025/new-safety-requirements-from-xx.xx-january-2026-for-anchor-handling-winches-and-associated-equipment/))
2. MGN 670 (M) Amendment 2: Guidance on SOLAS Chapter II-1
   · The MCA confirms that SOLAS amendments concerning anchor handling winches took effect on January xx.xx 2026.
   ([gov.uk](https://www.gov.uk/government/publications/mgn-xx.xx-amendment-xx.xx-m-guidance-on-the-application-of-solas-ii-xx.xx/mgn-xx.xx-m-amendment-xx.xx-ships-built-on-or-after-1st-january-2009-and-engaged-on-international-voyages-guidance-on-solas-chapter-ii-xx.xx))
3. Solstad Maritime ASA - Contract awards for 2 AHTS vessels in the APAC region
   · Normand Scorpion and Normand Saracen are expected to commence these assignments in the second and third quarters of 2027; extension options are separate.
   ([solstad.com](https://www.solstad.com/solstad-maritime-asa-contract-awards-for-xx.xx-ahts-vessels-in-the-apac-region/))
4. FAQ - Maritime transport in EU Emissions Trading System
   · Offshore MRV coverage starts at xx.xx GT from 2025; offshore ETS coverage starts at xx.xx GT from 2027, within applicable geographic boundaries.
   ([climate.ec.europa.eu](https://climate.ec.europa.eu/areas-action/transport-decarbonisation/reducing-emissions-shipping-sector/faq-maritime-transport-eu-emissions-trading-system-ets_en))

4.7.2. Medium-Term Market Outlook (3-5 Years)

During 2028-2029, renewal and replacement windows warrant account-specific preparation rather than automatic assumptions of released capacity. ■■■ ■■■■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■ ■ ■■■■■■ ■■ ■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■ ■■ ■ ■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■ ■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■ ■■ ■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■ Accepted replacement capability can support continuity without requiring the incumbent hull, but only within the executed agreement.

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Sources & Evidence

1. Solstad Offshore: First-Quarter 2024 Presentation
   · Solstad's presentation identifies AHTS involvement in Hywind Scotland maintenance-related turbine towing.
   ([solstad.com](https://www.solstad.com/wp-content/uploads/2024/xx.xx/Solstad-Offshore-1Q-2024-Presentation.pdf))

2. Equinor put Trollvind on hold
   · The dated postponement is counterevidence to automatic conversion of floating-wind concepts into vessel employment. ([equinor.com](https://www.equinor.com/news/xx.xx-trollvind-on-hold))
3. BIMCO SUPPLYTIME 2017: Sample Copy
   · The SUPPLYTIME model separately addresses firm periods, extensions, maintenance and approved substitution. ([saamtowage.com](https://www.saamtowage.com/wp-content/uploads/2025/xx.xx/Sample-copy-SUPPLYTIME-2017.pdf))
4. Emergency Towing Vessel Contract Awarded to Marnavi Spa - HM Coastguard
   · The award's 2028 endpoint is a monitoring reference, not an announcement of a subsequent procurement. ([hmcoastguard.uk](https://hmcoastguard.uk/news/emergency-towing-vessel-contract-awarded-marnavi-spa))

4.7.3. Long-Term Market Outlook (5-10 Years)

[redacted] Environmental differentiation also depends on the fuel pathway: IMO's lifecycle framework considers upstream as well as onboard emissions. Readiness can preserve an option, but leaves future expenditure and approvals.

[redacted] Kongsberg's model-specific replacement-thruster access illustrates why lifecycle arrangements must be verified rather than inferred from a global support brand. Retain and upgrade where the resulting asset can be accepted and supported; pursue a newbuild where inherited constraints defeat that route and the buyer can carry construction risk.

Sources & Evidence

1. IMO framework on life cycle GHG intensity of marine fuels (LCA)
   · IMO's lifecycle framework includes upstream and onboard fuel emissions and verified actual emission factors. ([imo.org](https://www.imo.org/en/ourwork/environment/pages/lifecycle-ghg---carbon-intensity-guidelines.aspx))
2. New DNV Fuel Ready and Gas fuelled ammonia class notations provide maximum flexibility to tackle shipping's carbon curve
   · DNV's Fuel Ready framework permits preparation for later conversion as well as optional installation and certification during construction. ([dnv.co.kr](https://www.dnv.co.kr/news/2021/new-dnv-fuel-ready-and-gas-fuelled-ammonia-class-notations-provide-maximum-flexibility-to-tackle-shipping-s-carbon-curve-xx.xx/))

3. Anchor handling tug supply vessel (AHTS)
   · Royal IHC markets floating-wind AHTS designs with mooring storage and methanol-ready, battery-assisted propulsion attributes. ([royalihc.com](https://www.royalihc.com/offshore-energy/offshore-vessels/floating-wind-vessels/anchor-handling-tug-supply-vessel-ahts))
4. Anchor Handling Tug Supply Vessels - AHTS ship - Damen
   · The model family provides a specification-led replacement alternative, not an established construction reservation. ([damen.com](https://www.damen.com/vessels/offshore/ahts?view=models))
5. L-LARS installation on Odin Viking for Sea1 Offshore | Ulstein Group
   · The completed AHTS modification demonstrates an existing-asset route without establishing feasibility for every hull. ([ulstein.com](https://ulstein.com/news/sea1-offshore-chooses-ulstein-for-l-lars-installation))
6. Thruster Support Pool (TSP) | Cutting downtime for thruster maintenance - Kongsberg Maritime
   · Kongsberg's replacement-thruster pool supports specified model families and requires confirmation of other-unit availability. ([kongsbergmaritime.com](https://www.kongsbergmaritime.com/support/thruster-support-pool/))

4.8. Go-to-Market Strategy

[illegible] Commercial staff should reconcile the spender, contracting entity and customer acceptance authority before making an unconditional offer. The sequence should move from requirement and eligibility review to documented nomination, agreed responsibilities and binding award; access to an inspection record does not itself establish acceptance.

[illegible] A partner relationship does not guarantee an award. Direct contracting is preferable where the owner already has the organization and qualification needed to execute, while delegation trades control over employment and maintenance decisions for specified supporting capabilities.

Newbuild sellers should target owners and investors with a documented mission requirement that available existing assets cannot adequately satisfy. Damen's configurable vessel offering provides a yard-led starting point; Salt's engineering and tender-support services provide a separate specification route for an owner able to govern designer-builder interfaces. [illegible]

Commercial proposals should make the responsibility boundary visible rather than rely on an undifferentiated vessel quote. [redacted] Suppliers should build technical and contracting capability together so that a wider proposition does not outrun their ability to deliver it.

Sources & Evidence

1. SUPPLYTIME 2017 Special Tasks Annexes
   · BIMCO identifies omissions and conflicts arising from added services and provides project-adaptable special-task annexes. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))
2. SHIPSALE 22
   · SHIPSALE xx.xx structures an existing-vessel sale and purchase, distinct from construction or charter procurement. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/shipsale-xx.xx/))
3. MGN 670 (M) Amendment 2: Guidance on SOLAS Chapter II-1
   · The guidance distinguishes administration and delegated approval responsibilities, supporting approval-specific readiness review. ([gov.uk](https://www.gov.uk/government/publications/mgn-xx.xx-amendment-xx.xx-m-guidance-on-the-application-of-solas-ii-xx.xx/mgn-xx.xx-m-amendment-xx.xx-ships-built-on-or-after-1st-january-2009-and-engaged-on-international-voyages-guidance-on-solas-chapter-ii-xx.xx))
4. eCMID
   · eCMID provides standardized vessel inspections and permits documented operator responses to findings. ([imca-int.com](https://www.imca-int.com/resources/ecmid/))
5. BIMCO SUPPLYTIME 2017: Sample Copy
   · The model distinguishes delivery, additional equipment, mobilization, demobilization and off-hire obligations; executed amendments govern the actual package. ([saamtowage.com](https://www.saamtowage.com/wp-content/uploads/2025/xx.xx/Sample-copy-SUPPLYTIME-2017.pdf))
6. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   · A direct procurement route exists within the invitation's documentary and applicant requirements; this is historical procurement, not a live opportunity. ([sakaenergi.com](https://www.sakaenergi.com/wp-content/uploads/2024/xx.xx/Tender-Announcement-in-CIVD-BID-xx.xx-xx.xx-rev01-signed-xx.xx.pdf))
7. Become a supplier
   · Aramco requires supplier registration and qualification and explicitly states that these do not guarantee business. ([aramco.com](https://www.aramco.com/en/what-we-do/suppliers/become-a-supplier))
8. Zamil Offshore - Marine Services
   · Zamil describes chartering international vessels and rechartering them to Saudi Aramco, alongside in-house repair facilities. ([zamiloffshore.com](https://www.zamiloffshore.com/page/marine/Services))
9. Cross-Chartering & Vessel Management - Stanford Marine
   · Stanford offers third-party commercial and technical management subject to management-system and end-user compatibility. ([stanford-marine.com](https://stanford-marine.com/cross-chartering-vessel-management/))

10. Anchor Handling Tug Supply Vessels - AHTS ship - Damen
    - Damen offers configurable finished AHTS vessels with optional hybrid propulsion and expanded duties on request. ([damen.com](https://www.damen.com/vessels/offshore/ahts?view=models))
11. Services - Salt Ship Design
    - Salt offers conceptual design, yard-tender support, detailed engineering and construction-stage follow-up as separate engineering services. ([saltship.com](https://www.saltship.com/services))

5. Market Insights

5.1. Consumer Insights & End-User Perspective

AHTS procurement requires matching a documented mission package with customer acceptance and the intended start requirement. Tidewater's offshore-support disclosures identify suitability, availability, safety, skilled personnel and legal eligibility as competitive factors. ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪

The delivery model changes what the buyer must retain. Under BARECON, the bareboat charterer takes possession, control and substantial operating responsibility. ▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪

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Sources & Evidence

1. BARECON 2017
   - BARECON assigns possession, control and legal and financial responsibility to the bareboat charterer, which generally bears operating expenses. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
2. SUPPLYTIME 2017 Special Tasks Annexes
   - BIMCO's special-task annexes address customer-specific crew qualifications and additional services, and require project adaptation. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))
3. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   - Tidewater identifies vessel suitability, availability, safety, skilled personnel and legal eligibility as competitive factors in its offshore support business. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
4. NEWBUILDCON
   - NEWBUILDCON structures shipbuilding procurement between shipowners and shipbuilders, supporting its distinction from existing-vessel acquisition. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/newbuildcon/))

5. SHIPSALE 22
   - SHIPSALE xx.xx is a memorandum of agreement for ship sale and purchase, organized around the transaction sequence. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/shipsale-xx.xx/))
6. eCMID
   - eCMID provides standardized offshore-vessel inspection reports and allows operators to document responses to findings. ([imca-int.com](https://www.imca-int.com/resources/ecmid/))
7. In-line Tensioner (ILT)
   - Kongsberg describes its adjacent In-line Tensioner as patent pending and holding an approval in principle; this does not establish granted territorial rights or buyer licensing obligations. ([kongsbergmaritime.com](https://www.kongsbergmaritime.com/products/deck-machinery-and-cranes/floating-production-storage--offloading-unit-fpso/in-line-tensioner/))

5.2. Consumer Experience Benchmarking

The defensible AHTS benchmark is a peer offer qualified for the same mission, delivery window and operating environment. ■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■ ■■■■■ ■■■ ■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■ ■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■ ■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■ Buyers should match the required positioning function to the task rather than demand additional redundancy without establishing its relevance.

Inspection transparency offers a second comparison dimension. eCMID permits operator responses and supporting documentation, while IMCA's February 2025 updates introduced risk categorization of findings. ■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■ ■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■ ■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■ ■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■

Lifecycle support is a service-experience proxy where direct customer comparisons are not established. ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■ ■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■ Integration may simplify accountability, but a manufacturer's offering does not establish a particular response commitment; that commitment must be negotiated and evaluated against the vessel's employment.

Sources & Evidence

1. Guide for Dynamic Positioning Systems, February 2024
   - ABS distinguishes DPS-xx.xx DPS-xx.xx and DPS-xx.xx through their defined fault-tolerance requirements, including compartment-loss considerations for DPS-xx.xx. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))

2. Anchor handling tug supply (AHTS) vessel
   · Kongsberg's AHTS offering combines integrated vessel systems with lifecycle support, establishing a supplier capability rather than a universal service guarantee.
   ([kongsbergmaritime.com](https://www.kongsbergmaritime.com/segments/offshore-wind/ahts-vessel/))
3. eCMID
   · Operators control report access and can provide supporting information showing how findings were addressed, supporting evidence-sharing comparisons.
   ([imca-int.com](https://www.imca-int.com/resources/ecmid/))
4. IMCA enhances eCMID system with new features and updated guidance
   · IMCA's February 2025 eCMID updates introduced risk categorization of inspection findings to help prioritize safety issues.
   ([imca-int.com](https://www.imca-int.com/news-events/imca-news/news/imca-enhances-ecmid-system-with-new-features-and-updated-guidance/?utm_source=openai))

5.3. Opportunity Mapping

Qualified campaign support is the clearest starting point for owners already able to deliver the requested AHTS package. Solstad's firm APAC drilling-support awards and DOF's Petrobras charter-and-service awards provide identifiable purchasing mandates, unlike an unsanctioned development pipeline. ■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■ ■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■ ■■■ ■ ■■■■■ ■■■■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■

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Local delivery gaps favor selective, function-specific entry arrangements. ■■ ■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ Owners should compare these mandates with establishing or retaining their own organization; delegation is justified only where the counterparty contributes a required function and accepts corresponding accountability.

Public emergency-response coverage offers a funded service rationale but requires reserved readiness. ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ Routine offshore-support experience is insufficient without the required response organization and availability commitment.

Floating-wind towing and mooring should remain a staged opportunity. Hywind Scotland maintenance-related towing establishes task relevance, while Trollvind's postponement demonstrates that technical relevance does not secure employment. ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪

Sources & Evidence

1. Solstad Maritime ASA - Contract awards for 2 AHTS vessels in the APAC region
   · The disclosed awards identify committed drilling-support work, supporting campaign-specific opportunity screening rather than country-level access assumptions. ([solstad.com](https://www.solstad.com/solstad-maritime-asa-contract-awards-for-xx.xx-ahts-vessels-in-the-apac-region/))
2. Solstad Offshore: First-Quarter 2024 Presentation
   · The example establishes maintenance-task relevance, not a recurring charter entitlement from every floating-wind development. ([solstad.com](https://www.solstad.com/wp-content/uploads/2024/xx.xx/Solstad-Offshore-1Q-2024-Presentation.pdf))
3. Equinor put Trollvind on hold
   · Trollvind demonstrates a project-conversion constraint relevant to conditional commitment decisions. ([equinor.com](https://www.equinor.com/news/xx.xx-trollvind-on-hold))
4. Marine Services
   · Boskalis offers both chartering and integrated floating-facility solutions with engineering and project management. ([boskalis.com](https://boskalis.com/activities/offshore-energy/marine-services))
5. Anchor handling tug supply vessel (AHTS)
   · These are design offerings rather than evidence of an accepted vessel available for a specific charter. ([royalihc.com](https://www.royalihc.com/offshore-energy/offshore-vessels/floating-wind-vessels/anchor-handling-tug-supply-vessel-ahts))
6. DOF Group ASA - Four long-term AHTS contracts in Brazil
   · The awards followed competitive tendering and demonstrate a purchased package extending beyond vessel access. ([dof.com](https://www.dof.com/news-company-disclosures/dof-group-asa---four-long-term-ahts-contracts-in-brazil))
7. Become a supplier
   · Aramco's registration channels vary by supplier location and type; customer access therefore requires buyer-specific screening. ([aramco.com](https://www.aramco.com/en/what-we-do/suppliers/become-a-supplier))

8. Tow, mooring, & repair | DOF
   · The offered integrated scope supports evaluating contractor-led delivery where a vessel-only bidder lacks complementary functions. ([dof.com](https://www.dof.com/services/tow-mooring-installation-and-repair))
9. Zamil Offshore - Marine Services
   · The disclosed rechartering function establishes a customer-facing route, not guaranteed employment or acceptance of an unspecified vessel.
   ([zamiloffshore.com](https://www.zamiloffshore.com/page/marine/Services))
10. Cross-Chartering & Vessel Management - Stanford Marine
    · These services address delegated employment and management functions rather than automatic jurisdictional permission.
    ([stanford-marine.com](https://stanford-marine.com/cross-chartering-vessel-management/))
11. RIONAV | Soluções Marítimas
    · RIONAV advertises Brazilian charter-approval coordination, maritime documentation, customs interfaces and crew logistics. ([rionav.com.br](https://www.rionav.com.br/))
12. Emergency Towing Vessel Contract Awarded to Marnavi Spa - HM Coastguard
    · The emergency-service award requires UK flagging and an all-UK crew, demonstrating service-specific eligibility beyond a vessel label.
    ([hmcoastguard.uk](https://hmcoastguard.uk/news/emergency-towing-vessel-contract-awarded-marnavi-spa))

5.4. Distribution Channel Analysis

Direct and broker-assisted contracting address different transaction capabilities. ■■■■■ ■■■■■■■ ■ ■■■■ ■■■■■■ ■■ ■■ ■■■■■■■■■■■■ ■■ ■■■■■■ ■■■■■ ■■■■■■■■ ■■ ■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ Adding a broker does not transfer mission acceptance or vessel delivery responsibility by itself.

Port agents and vessel managers perform different supporting functions. Agents can arrange clearance and husbandry services, whereas technical and commercial management can encompass crewing, maintenance coordination and employment decisions. ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■ ■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■ ■■■■■■ ■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■ ■■■■

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Sources & Evidence

1. Viking Supply Ships AB Annual Report 2025
   · Viking reports outsourcing commercial and technical management to Sea1, whose services include crewing and vessel management. ([storage.mfn.se](https://storage.mfn.se/56a1b6a7-08ce-43d9-96a3-ba09d128b3ca/annual-report-2025.pdf))

2. UNECE Recommendation No. 45: Minimum Standards for Ship Agents and Ship Brokers
   · UNECE distinguishes brokers negotiating vessel sale, purchase or hire from agents arranging port and husbandry services; its recommendation addresses professional and financial competence. ([fonasba.com](https://www.fonasba.com/wp-content/uploads/2022/xx.xx/UN-CEFACT-RECOMMENDATION-xx.xx-OCTOBER-2021.pdf))

5.5. Pricing Trend Analysis

[illegible] Any negotiated discount should therefore be assessed alongside these provisions. Bundling additional services can reduce buyer coordination but increases the supplier's delivery exposure; the final amendments determine the allocation.

Cost pass-through is contractual rather than automatic. Tidewater reports that customers generally bear on-hire fuel expenses while the operator bears them off hire or in drydock. [illegible]

Financing and currency exposure can remain with an asset owner despite contracted employment. Viking identifies interest-rate, currency and liquidity risks. [illegible]

[illegible] Owners and shipyards should distinguish deployment-related charges from component-import treatment and allocate change-in-law responsibility against delivery and port-call timing. Commitments extending beyond the stated suspension require a separate policy assessment rather than an assumption of unchanged treatment.

Sources & Evidence

1. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Tidewater reports that customers generally bear fuel costs while vessels are on hire, whereas the company bears them off hire or in drydock. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
2. Viking Supply Ships AB Annual Report 2025
   · Viking identifies interest-rate, currency and liquidity exposures in its financial risk management. ([storage.mfn.se](https://storage.mfn.se/56a1b6a7-08ce-43d9-96a3-ba09d128b3ca/annual-report-2025.pdf))

3. USTR Notice of Modification to Suspend Action for One Year
   · The USTR notice suspends specified maritime service fees and equipment duties from November xx.xx 2025, through November xx.xx 2026; it does not suspend every import duty. ([ustr.gov](https://ustr.gov/sites/default/files/files/Press/Releases/2025/Section%xx.xx%20Ships%20FRN%20Action%20Suspension%2011-xx.xx-xx.xx%20Final.pdf))
4. BIMCO SUPPLYTIME 2017: Sample Copy
   · The BIMCO sample allocates crew and maintenance to owners and on-hire fuel to charterers, while separately addressing mobilization, extensions, additional equipment and off-hire. These are model terms, not universal negotiated allocations. ([saamtowage.com](https://www.saamtowage.com/wp-content/uploads/2025/xx.xx/Sample-copy-SUPPLYTIME-2017.pdf))
5. ETS - Emission Trading Scheme Allowances Clause for Time Charter Parties 2022
   · BIMCO's ETS clause allocates allowance provision to charterers and emissions reporting to owners, with adjustments for off-hire and redelivery. It requires contractual incorporation. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-clauses/current-clauses/etsa_clause/))

5.6. Regulatory Compliance & Standards Framework

AHTS access requires separate verification of equipment permission, vessel eligibility and project acceptance. ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■ ■■■■■ ■■ ■■■■■■■ ■■ ■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■ ■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■ Owners should reconcile the applicable survey calendar and equipment documentation before accepting anchor handling commitments; charterers should not interpret hull availability as permission to perform the task.

■■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■ ■■■■■■■■■■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■ ■ ■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■ ■■■■■■■■ Buyers should establish eligibility for the actual package before mobilization or substitution. Neither a foreign flag nor a vessel's technical suitability alone settles whether the contemplated activity is permissible.

European emissions obligations have distinct boundaries. EU MRV covers offshore ships of at least xx.xx GT from 2025; EU ETS coverage extends to offshore ships of at least xx.xx GT from 2027, subject to the relevant geographic rules. ■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■■■

Industry inspections support due diligence but are not statutory approval instruments. ■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■■■ ■■■■■ ■■ ■■■■■■■■■■■■■■ Contracting parties should identify the authority controlling each approval and make unresolved access conditions visible before committing the vessel.

Sources & Evidence

1. New safety requirements from 1 January 2026 for anchor handling winches and associated equipment
   · DNV distinguishes new-installation compliance from existing-equipment survey transition and explains that deficiencies can suspend equipment use without suspending the vessel. ([dnv.com](https://www.dnv.com/news/2025/new-safety-requirements-from-xx.xx-january-2026-for-anchor-handling-winches-and-associated-equipment/))
2. MGN 670 (M) Amendment 2: Guidance on SOLAS Chapter II-1
   · The MCA confirms that SOLAS amendments addressing anchor handling winches entered into force on January xx.xx 2026, and explains UK administration and delegated approval roles. ([gov.uk](https://www.gov.uk/government/publications/mgn-xx.xx-amendment-xx.xx-m-guidance-on-the-application-of-solas-ii-xx.xx/mgn-xx.xx-m-amendment-xx.xx-ships-built-on-or-after-1st-january-2009-and-engaged-on-international-voyages-guidance-on-solas-chapter-ii-xx.xx))
3. eCMID
   · eCMID is an industry inspection system involving operators, clients and inspectors, rather than a statutory approval instrument. ([imca-int.com](https://www.imca-int.com/resources/ecmid/))
4. FAQ - Maritime transport in EU Emissions Trading System
   · EU MRV covers offshore ships of at least xx.xx GT from 2025; offshore ships of at least xx.xx GT enter EU ETS coverage from 2027, within the applicable geographic rules. ([climate.ec.europa.eu](https://climate.ec.europa.eu/areas-action/transport-decarbonisation/reducing-emissions-shipping-sector/faq-maritime-transport-eu-emissions-trading-system-ets_en))
5. 46 U.S.C. §55102 - Transportation of merchandise
   · Section xx.xx establishes ownership and coastwise-documentation requirements for covered merchandise transportation between applicable U.S. points, subject to its scope and exceptions. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55102.pdf))
6. 46 U.S.C. §55111 - Towing
   · Section xx.xx establishes ownership and documentation requirements for specified towing activities and includes defined exceptions. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55111.pdf))
7. International Code for Ships Operating in Polar Waters (Polar Code)
   · The Polar Code establishes differentiated certification and operational requirements for applicable ships operating in defined polar waters. ([imo.org](https://www.imo.org/en/ourwork/safety/pages/polar-code.aspx))
8. FuelEU Maritime FAQ
   · DNV's FuelEU guidance identifies offshore ships as outside that regulation's ship-type scope, distinguishing it from offshore MRV and ETS coverage. ([dnv.com](https://www.dnv.com/maritime/insights/topics/fueleu-maritime/faq/))

5.7. ESG & Sustainability Analysis

Environmental differentiation can arise through upgrading an existing AHTS rather than commissioning a replacement. ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■ ■■ ■■■■ ■■■ ■■■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■ ■■■ ■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■ ■■■■ ■■■■■■■■ Owners and charterers should require mission-relevant evidence before treating battery integration as a procurement advantage, particularly when a vessel's employment differs from the cited application.

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[redacted] Procurement should establish energy-supply arrangements and the assessment boundary before commitment. Integration and documentation burdens must be weighed against continuing with a compliant existing configuration; a configuration label alone cannot settle that choice.

The social dimension concerns the personnel package needed to sustain specialized offshore employment. The Maritime Labour Convention addresses employment, rest, welfare and repatriation, while BIMCO's offshore annexes address task-specific qualifications and crew changes during extended employment. [redacted]

Sources & Evidence

1. SUPPLYTIME 2017 Special Tasks Annexes
   · The extended-support annex addresses crew changes during prolonged offshore employment; the qualifications annex records employment-specific personnel requirements. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))
2. Battery and hybrid ships
   · DNV's battery services address technical and financial feasibility, system qualification, design review and class-related safety assessment. ([dnv.com](https://www.dnv.com/services/battery-and-hybrid-ships/))
3. Hybrid upgrade cuts Maersk Minder's fuel use
   · Wärtsilä reports completing a hybrid battery upgrade on AHTS Maersk Minder in 2022 and reports fuel and emissions benefits for that vessel. ([wartsila.com](https://www.wartsila.com/insights/case-study/maersk-minder))
4. IMO framework on life cycle GHG intensity of marine fuels (LCA)
   · IMO's 2024 lifecycle guidelines cover upstream and onboard emissions of marine fuels and energy carriers and allow verified actual emission factors. ([imo.org](https://www.imo.org/en/ourwork/environment/pages/lifecycle-ghg---carbon-intensity-guidelines.aspx))
5. Maritime Labour Convention, 2006
   · The Maritime Labour Convention addresses employment agreements, wages, work and rest, repatriation, accommodation, welfare and occupational protection. ([ilo.org](https://www.ilo.org/mlc))

5.8. Disruption & Risk Scenarios

A project-delay scenario is triggered by deferred sanction, changed customer capital allocation or postponed marine procurement. Tidewater's disclosures establish exposure to these decisions, and Trollvind supplies a historical example of a relevant project failing to progress as planned. [redacted]

[illegible] Owners should reconcile critical support commitments with survey and employment windows. Another qualified hull is preferable when the recovery conditions cannot be established.

[illegible] Review the actual task and route before commitment and maintain an eligible substitution option. Defined exceptions must be assessed individually; these statutes do not prohibit every foreign AHTS activity.

[illegible] Map vessel identity, principal and release rights before relying on diversification. Shared management can also improve coordination, so separation is not automatically superior; the relevant test is independently enforceable availability for the required window.

Sources & Evidence

1. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Its filing describes customer project modifications, delays and cancellations as mechanisms affecting service demand. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
2. New safety requirements from 1 January 2026 for anchor handling winches and associated equipment
   · Overdue equipment findings or surveys can suspend equipment use without suspending the vessel. ([dnv.com](https://www.dnv.com/news/2025/new-safety-requirements-from-xx.xx-january-2026-for-anchor-handling-winches-and-associated-equipment/))
3. Equinor put Trollvind on hold
   · The project's commercial and technical obstacles establish premises for a delay scenario, not a prediction of another cancellation. ([equinor.com](https://www.equinor.com/news/xx.xx-trollvind-on-hold))
4. 46 U.S.C. §55102 - Transportation of merchandise
   · Section xx.xx establishes ownership and coastwise-documentation conditions for covered U.S. merchandise transport, subject to statutory scope and exceptions. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55102.pdf))
5. 46 U.S.C. §55111 - Towing
   · Section xx.xx separately establishes conditions for specified towing and includes defined exceptions. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55111.pdf))

6. Viking Supply Ships AB Annual Report 2025
   · Viking documents Sea1 commercial and technical management and coordinated AHTS employment through a revenue-sharing arrangement. ([storage.mfn.se](https://storage.mfn.se/56a1b6a7-08ce-43d9-96a3-ba09d128b3ca/annual-report-2025.pdf))
7. BIMCO SUPPLYTIME 2017: Sample Copy
   · Delivery and cancellation provisions provide a contractual reference for delayed-project scenarios, not universal protection. ([saamtowage.com](https://www.saamtowage.com/wp-content/uploads/2025/xx.xx/Sample-copy-SUPPLYTIME-2017.pdf))
8. Fato Relevante | Suspensão temporária dos contratos das embarcações Geonisio Barroso e Yvan Barretto
   · MLog's July xx.xx 2026 notice links corrective-maintenance delays to imported parts and permits alternative employment once the affected vessels are fit to operate. ([site-mzgroup.com.br](https://site-mzgroup.com.br/fatosrelevantes/fato-relevante-suspensao-temporaria-dos-contratos-das-embarcacoes-geonisio-barroso-e-yvan-barretto/))

5.9. Return on Investment & Cost-Benefit Analysis

For a project buyer, the ownership-versus-hire decision concerns the operating capability and continuing asset obligations it is prepared to retain. Qualified crewed hire can address a defined campaign without requiring acquisition. ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪

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Integration can justify expenditure when it replaces coordination or specialist functions the buyer would otherwise need to procure. Boskalis's separate chartering and integrated-service routes illustrate that choice. ▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪

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[redacted]

Sources & Evidence

1. BARECON 2017
   · BARECON places possession, control and substantial operating responsibility with the charterer. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
2. SUPPLYTIME 2017 Special Tasks Annexes
   · Additional task and personnel obligations require explicit agreement, grounding the assessment of integration costs and retained buyer functions. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))
3. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Customers generally bear on-hire fuel expense, while Tidewater bears that expense off hire or in drydock. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
4. FAQ - Maritime transport in EU Emissions Trading System
   · The responsible shipping company retains allowance-surrender responsibility despite applicable reimbursement arrangements. ([climate.ec.europa.eu](https://climate.ec.europa.eu/areas-action/transport-decarbonisation/reducing-emissions-shipping-sector/faq-maritime-transport-eu-emissions-trading-system-ets_en))
5. Viking Supply Ships AB Annual Report 2025
   · Viking identifies financing, interest-rate, currency and liquidity exposures, supporting ownership-commitment sensitivity assessment. ([storage.mfn.se](https://storage.mfn.se/56a1b6a7-08ce-43d9-96a3-ba09d128b3ca/annual-report-2025.pdf))
6. Battery and hybrid ships
   · Technical and financial feasibility are separate assessment requirements for battery adoption. ([dnv.com](https://www.dnv.com/services/battery-and-hybrid-ships/))
7. Marine Services
   · Its marine-services offering includes AHTS-linked positioning, mooring and floating-facility work, grounding comparison of integration with separately coordinated services. ([boskalis.com](https://boskalis.com/activities/offshore-energy/marine-services))
8. Rawabi goes hybrid
   · The supplier case describes vessel-specific efficiency and maintenance mechanisms; it does not establish outcomes for other employment profiles. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))
9. L-LARS installation on Odin Viking for Sea1 Offshore | Ulstein Group
   · Installation involved the yard, crew and subcontractors, supporting explicit modification-interface allocation. ([ulstein.com](https://ulstein.com/news/sea1-offshore-chooses-ulstein-for-l-lars-installation))

6. Cumulative Impact of Artificial Intelligence 2026

For AHTS procurement, AI-enabled machinery assurance is a more defensible assessment category than an assumption of autonomous anchor handling. Wärtsilä's Expert Insight combines vessel data, AI anomaly detection and human expert review. ■■■ ■■■■■■■ ■■ ■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■ ■■ ■■■■■ ■■ ■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■

Application to an AHTS remains conditional on compatible equipment, usable vessel data, connectivity and accountable technical support. Owners should require vessel-specific validation, agreed data rights and integration with maintenance management before relying on the service in availability commitments. ■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■ ■■ ■■ ■■■■■ ■■ ■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■ ■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■■

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Sources & Evidence

1. Wärtsilä Expert Insight service
   · Expert Insight combines vessel data, AI anomaly detection and human expert review; it supports rather than replaces onboard maintenance personnel and requires connectivity. ([wartsila.com](https://www.wartsila.com/marine/services/lifecycle-agreements/expert-insight-service))
2. Seagems renews Wärtsilä Lifecycle Agreement to support the reliability and sustainability of its fleet
   · On October xx.xx 2025, Wärtsilä announced Seagems' renewed offshore-vessel lifecycle agreement including Expert Insight, data collection and remote monitoring. The disclosure is an adjacent offshore-vessel procurement example, not AHTS-specific deployment proof. ([wartsila.com](https://www.wartsila.com/media/news/xx.xx-xx.xx-2025-seagems-renews-wartsila-lifecycle-agreement-to-support-the-reliability-and-sustainability-of-its-fleet-xx.xx))
3. Maritime cyber risk
   · IMO provides maritime cyber-risk guidance and a resolution addressing cyber risks within existing safety management systems. ([imo.org](https://www.imo.org/en/ourwork/security/pages/cyber-security.aspx))

4. IMO adopts first global Code for autonomous ships

· IMO adopted the non-mandatory MASS Code in May 2026, effective July xx.xx 2026 for cargo ships; applicable mandatory instruments remain and the master retains overall responsibility. ([imo.org](https://www.imo.org/en/mediacentre/pressbriefings/pages/imo-adopts-mass-code.aspx))

7. Anchor Handling Towing Supply Vessel Market, by Commercial Offering

[redacted] It is appropriate when the required configuration cannot be satisfied by a qualified existing vessel and the buyer can accommodate construction and acceptance obligations. An existing-vessel purchase instead acquires an inherited configuration whose condition and suitability must be reconciled with the intended employment.

Existing Vessel Sales change asset control without creating another hull. BOURBON's April xx.xx 2026 disclosure reports a completed acquisition of an existing diesel-electric AHTS, separately from vessel reactivation. [redacted]

[redacted] Under bareboat arrangements, the charterer assumes possession, control, and substantial operating responsibility. A project buyer seeking a ready service package should not treat every hire arrangement as equivalent; the selected contract must identify the personnel, management, and additional services supplied or retained.

The commercial implication is to compare routes against the required task and control boundary. Hire can suit a defined campaign without asset acquisition, but does not automatically transfer every delivery obligation. [redacted]

Figure 7. Global Anchor Handling Towing Supply Vessel Market, by Commercial Offering: Market share evolution, 2025-2032

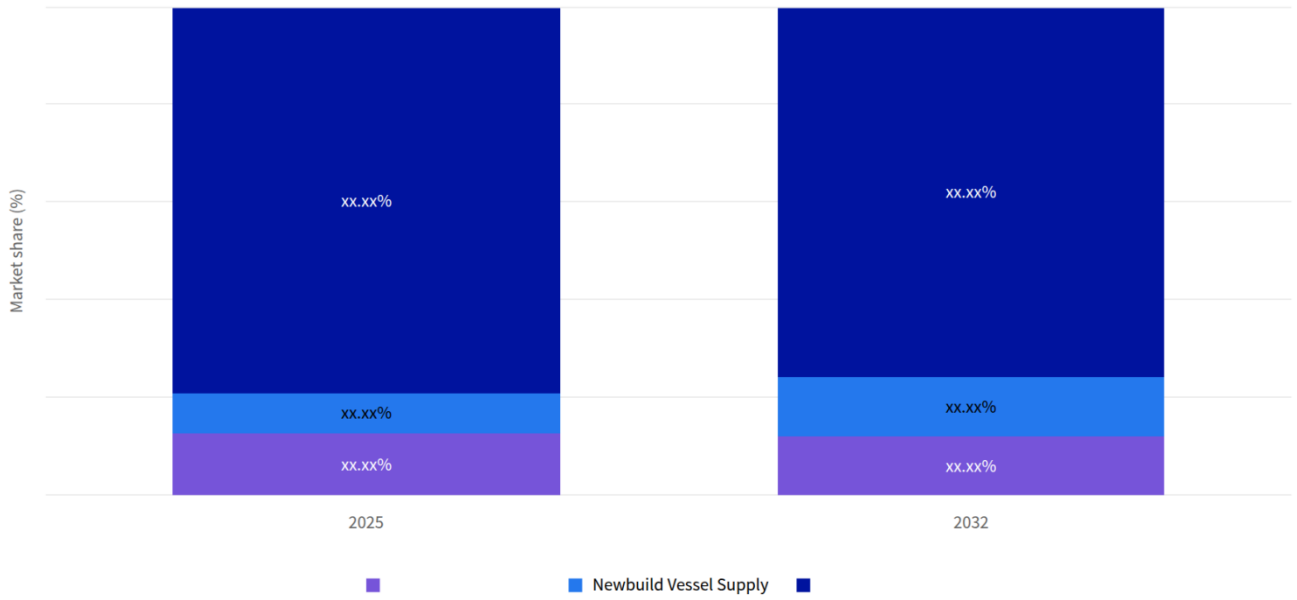

Figure 8. Global Anchor Handling Towing Supply Vessel Market, by Commercial Offering: Market size by category, 2025

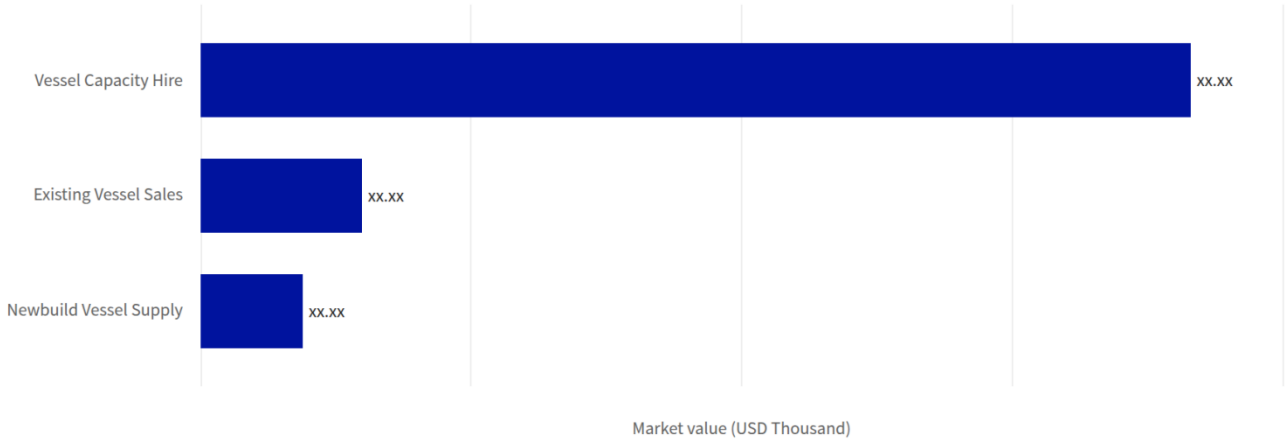

Figure 9. Global Anchor Handling Towing Supply Vessel Market, by Commercial Offering: Market size and growth, 2025-2032

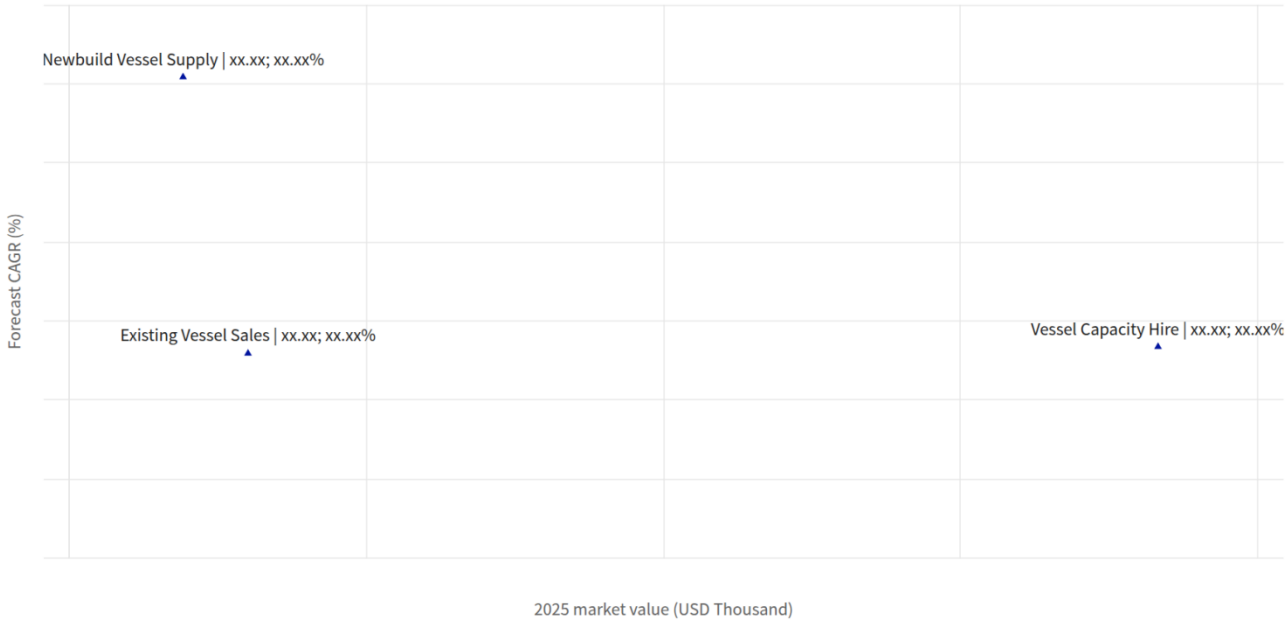

Table 4. Global Anchor Handling Towing Supply Vessel Market, by Commercial Offering growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 5. Global Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. BARECON 2017

   · BARECON assigns possession, control, and legal and financial responsibility to the charterer, which generally bears operating obligations.
   ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))

2. SUPPLYTIME 2017
   · BIMCO identifies SUPPLYTIME as an offshore-support time charter, supporting capacity access rather than whole-vessel ownership transfer.
   ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017/))
3. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Tidewater states that its charter contracts provide a vessel and crew. This establishes a disclosed service package, not a universal allocation for every hire model.
   ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   · Taxonomy evidence: The filing distinguishes AHTS vessels from PSVs and identifies charter contracts as an operating revenue source.
   ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
4. NEWBUILDCON
   · BIMCO describes NEWBUILDCON as a shipbuilding agreement for shipowners and shipbuilders, supporting the construction-based procurement distinction.
   ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/newbuildcon/))
   · Taxonomy evidence: BIMCO identifies NEWBUILDCON as an international shipbuilding contract for transactions between shipowners and shipbuilders. This supports construction-based whole-vessel supply as a distinct commercial offering.
   ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/newbuildcon/))
5. SHIPSALE 22
   · SHIPSALE xx.xx is a memorandum of agreement for ship sale and purchase, supporting ownership transfer as distinct from construction or hire.
   ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/shipsale-xx.xx/))
   · Taxonomy evidence: BIMCO identifies SHIPSALE xx.xx as a standard memorandum of agreement for ship sale and purchase, establishing a whole-vessel asset-transfer instrument distinct from hire contracts.
   ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/shipsale-xx.xx/))
6. eCMID
   · eCMID supplies standardized vessel inspection reports and operator responses to findings. Its information supports condition review without independently establishing customer acceptance.
   ([imca-int.com](https://www.imca-int.com/resources/ecmid/))
7. Anchor Handling Tug Supply Vessels - AHTS ship - Damen
   · Damen offers complete AHTS vessels and configurable propulsion options, supporting specification-based vessel procurement rather than a charter-only offering.
   ([damen.com](https://www.damen.com/vessels/offshore/ahts))
8. BOURBON strengthens its fleet
   · BOURBON's April xx.xx 2026 disclosure reports a completed existing-vessel acquisition including a diesel-electric AHTS, separately from reactivation.
   ([bourbonoffshore.com](https://www.bourbonoffshore.com/en/bourbon-strengthens-fleet-xx.xx-new-vessels))

7.1. Vessel Capacity Hire

Table 6. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel Capacity Hire, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 7. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel Capacity Hire, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 8. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel Capacity Hire, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Tidewater Inc. - Form 10-K for the Year Ended December 31, 2025
   - Taxonomy evidence: Charter services provide vessel and crew on a service-day basis. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
2. BIMCO - BARECON 2017
   - Taxonomy evidence: The agreement is a lease, supporting temporary vessel-capacity provision rather than ownership-transfer revenue. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
   - Taxonomy evidence: BIMCO describes BARECON as a lease under which the charterer obtains possession and control of the ship and assumes operating responsibilities. This establishes vessel leasing as capacity provision rather than a whole-vessel sale. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
3. SUPPLYTIME 2017
   - Taxonomy evidence: BIMCO identifies SUPPLYTIME as a time charter party for offshore support vessels, supporting temporary vessel-capacity provision as a commercial offering independent of vessel ownership transfer. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017/))

4. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   · Taxonomy evidence: The April xx.xx 2024 procurement notice requests AHTS vessel services for a defined service period. Its scope combines drilling supply, rig moves and anchor handling, cargo transport, and secondary emergency duties, establishing demand for vessel services rather than vessel acquisition. ([sakaenergi.com](https://www.sakaenergi.com/wp-content/uploads/2024/xx.xx/Tender-Announcement-in-CIVD-BID-xx.xx-xx.xx-rev01-signed-xx.xx.pdf))

7.2. Existing Vessel Sales

Table 9. Global Anchor Handling Towing Supply Vessel Market Size, by Existing Vessel Sales, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 10. Global Anchor Handling Towing Supply Vessel Market Size, by Existing Vessel Sales, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 11. Global Anchor Handling Towing Supply Vessel Market Size, by Existing Vessel Sales, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. BOURBON Strengthens Its Fleet: 13 New Vessels Worth Over $180 Million, With 10 Vessels Already Under Contract

   · Taxonomy evidence: Acquisition of an existing AHTS from a leasing group establishes an asset-transfer stream distinct from newbuild delivery and customer hire. ([bourbonoffshore.com](https://www.bourbonoffshore.com/en/bourbon-strengthens-fleet-xx.xx-new-vessels))

2. SHIPSALE 22

   · Taxonomy evidence: SHIPSALE xx.xx addresses the sequence of a ship sale-and-purchase transaction. It supports the asset-transfer basis of existing-vessel sales; the AHTS-specific application is corroborated separately by reported vessel transactions. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/shipsale-xx.xx/))

3. DOF Group ASA - Q1 2026 Presentation

   · Taxonomy evidence: DOF's own transaction narrative reports sales and purchases of existing AHTS vessels and identifies previously built AHTS hulls in its sale schedule. These firsthand asset transactions corroborate an existing-vessel sales stream; third-party fleet-database material elsewhere in the presentation is not used. ([mb.cision.com](https://mb.cision.com/Public/xx.xx/xx.xx/af9890ae3752a450.pdf))

7.3. Newbuild Vessel Supply

Table 12. Global Anchor Handling Towing Supply Vessel Market Size, by Newbuild Vessel Supply, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 13. Global Anchor Handling Towing Supply Vessel Market Size, by Newbuild Vessel Supply, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 14. Global Anchor Handling Towing Supply Vessel Market Size, by Newbuild Vessel Supply, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. NEWBUILDCON

   · Taxonomy evidence: NEWBUILDCON applies to shipbuilding across jurisdictions and ship types, supporting a newbuild vessel-supply category rather than treating construction as a charter service. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/newbuildcon/))

2. Anchor Handling Tug Supply Vessels - AHTS ship - Damen

   · Taxonomy evidence: Damen maintains a dedicated complete-vessel AHTS product offering. This corroborates AHTS whole-vessel supply, without establishing a particular delivery, installed configuration, or market allocation. ([damen.com](https://www.damen.com/vessels/offshore/ahts?view=models))

8. Anchor Handling Towing Supply Vessel Market, by Propulsion Architecture

AHTS propulsion selection should follow the intended work mix rather than an electric or hybrid label. ■■■■■■■■■■ ■■■■■ ■■■■■■■ ■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■ These distinctions describe installed power transmission, not fuel capability or emissions performance.

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Combined Mechanical-Electric Drive offers multiple propulsion modes within one architecture. ■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■ ■■ ■■■■ ■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■ ■■ ■■■■■■■■ ■■■■ ■■■■ ■■■ ■■■■ ■■■■■ ■■■■■■ ■■■■ ■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■ The flexibility must be weighed against additional machinery and control interfaces; procurement should establish support responsibility and crew competence rather than assume that more available modes necessarily improve delivery.

Battery integration remains a separate investment question. ■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■ ■■ ■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■ ■■ ■■■■ ■■■ ■■■■ ■■■■■■■ A material change in the vessel's contracted work mix is a trigger to reassess the architecture's commercial fit, not proof that replacement is required.

Figure 10. Global Anchor Handling Towing Supply Vessel Market, by Propulsion Architecture: Market share evolution, 2025-2032

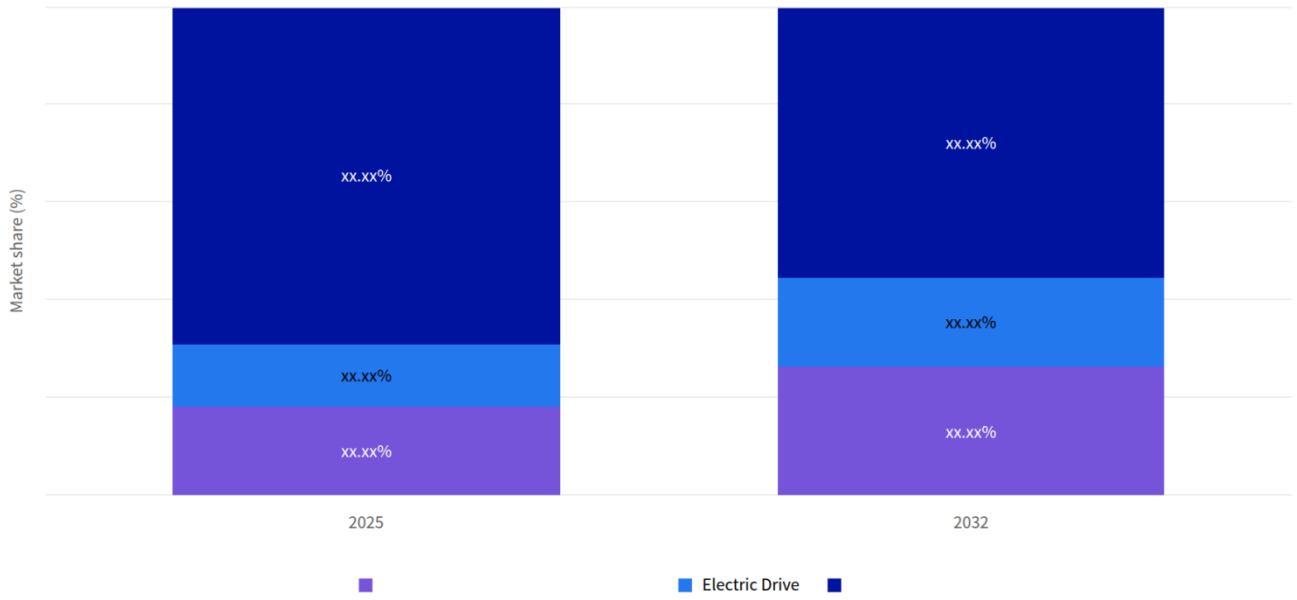

Figure 11. Global Anchor Handling Towing Supply Vessel Market, by Propulsion Architecture: Market size by category, 2025

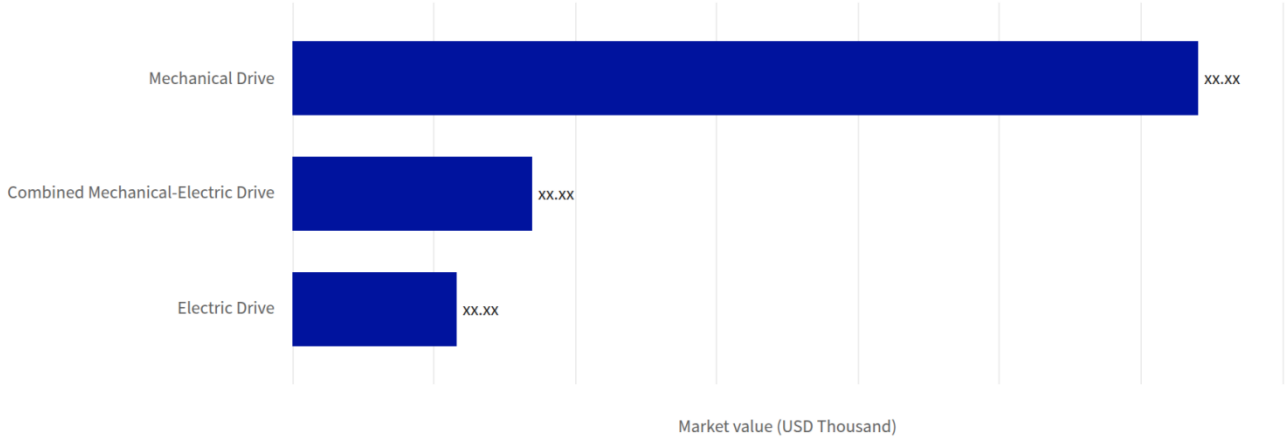

Figure 12. Global Anchor Handling Towing Supply Vessel Market, by Propulsion Architecture: Market size and growth, 2025-2032

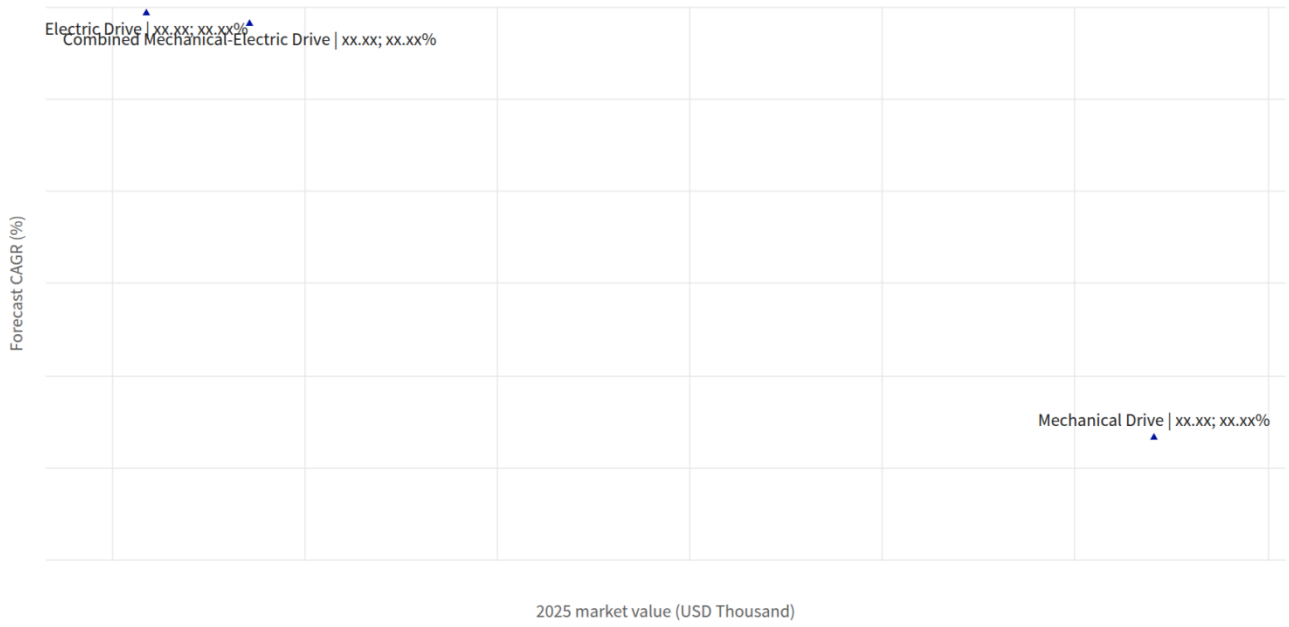

Table 15. Global Anchor Handling Towing Supply Vessel Market, by Propulsion Architecture growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 16. Global Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Battery and hybrid ships
   · DNV's battery services address feasibility, system qualification, requirement assessment, and design review, supporting separate verification of battery integration. ([dnv.com](https://www.dnv.com/services/battery-and-hybrid-ships/))
2. BOURBON strengthens its fleet
   · The acquired AHTS is described as diesel-electric, providing a contemporary operator-disclosed example of electric propulsion architecture. ([bourbonoffshore.com](https://www.bourbonoffshore.com/en/bourbon-strengthens-fleet-xx.xx-new-vessels))
3. Parallel hybrid propulsion for AHTS
   · ABB distinguishes mechanical, electric, and parallel combined AHTS propulsion. Its engineering discussion identifies variable-load benefits, transmission losses, and profile dependence; these are not universal realized outcomes. ABB offers arrangements with or without energy storage. ([library.e.abb.com](https://library.e.abb.com/public/d4355c6a83641884c1257a8a003c5ada/ABB%20Generations_24%20Parallel%20hybrid%20propulsion%20for%20AHTS.pdf))
   · Taxonomy evidence: The AHTS technical article distinguishes diesel-mechanical, electric, and parallel mechanical-electric propulsion arrangements, supporting an architecture partition separate from operating modes. ([library.e.abb.com](https://library.e.abb.com/public/d4355c6a83641884c1257a8a003c5ada/ABB%20Generations_24%20Parallel%20hybrid%20propulsion%20for%20AHTS.pdf))
4. Olympic Zeus: A Pioneer in AHTS Hybrid Propulsion
   · Ulstein describes Olympic Zeus as an AHTS combining mechanical and electric propulsion, with direct, electric, and combined modes within the installed arrangement. ([ulstein.com](https://ulstein.com/innovations/technological-innovations/olympic-zeus-ahts-hybrid-propulsion))
5. AHTS UGBANA | World Carrier Corporation
   · UGBANA's operator specification identifies direct drive, providing a vessel-level mechanical architecture example. ([worldcarrier.gr](https://worldcarrier.gr/fleet/ahts-ugbana))
6. Rule-based operation task-aware energy management for ship power systems
   · Taxonomy evidence: The peer-reviewed paper distinguishes diesel-electric and hybrid diesel-mechanical architectures and separately considers energy-storage integration. This supports keeping power transmission and battery integration as different classification questions. ([ietresearch.onlinelibrary.wiley.com](https://ietresearch.onlinelibrary.wiley.com/doi/xx.xx/iet-gtd.xx.xx))

8.1. Mechanical Drive

Table 17. Global Anchor Handling Towing Supply Vessel Market Size, by Mechanical Drive, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 18. Global Anchor Handling Towing Supply Vessel Market Size, by Mechanical Drive, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 19. Global Anchor Handling Towing Supply Vessel Market Size, by Mechanical Drive, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Parallel hybrid propulsion for AHTS

   · Taxonomy evidence: The article discusses conventional diesel-mechanical AHTS propulsion as distinct from electric and combined arrangements. ([library.e.abb.com](https://library.e.abb.com/public/d4355c6a83641884c1257a8a003c5ada/ABB%20Generations_24%20Parallel%20hybrid%20propulsion%20for%20AHTS.pdf))

2. AHTS UGBANA | World Carrier Corporation
   · Taxonomy evidence: The AHTS UGBANA specification expressly identifies its drive type as direct and lists diesel main engines, providing a vessel-level example of mechanical main propulsion. ([worldcarrier.gr](https://worldcarrier.gr/fleet/ahts-ugbana))

8.2. Combined Mechanical-Electric Drive

Table 20. Global Anchor Handling Towing Supply Vessel Market Size, by Combined Mechanical-Electric Drive, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 21. Global Anchor Handling Towing Supply Vessel Market Size, by Combined Mechanical-Electric Drive, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 22. Global Anchor Handling Towing Supply Vessel Market Size, by Combined Mechanical-Electric Drive, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Parallel hybrid propulsion for AHTS

   · Taxonomy evidence: Parallel-hybrid AHTS machinery can provide mechanical, electric, and combined propulsion modes within one installed arrangement; modes therefore must not be counted as separate vessel architectures.
   ([library.e.abb.com](https://library.e.abb.com/public/d4355c6a83641884c1257a8a003c5ada/ABB%20Generations_24%20Parallel%20hybrid%20propulsion%20for%20AHTS.pdf))

2. Olympic Zeus: A Pioneer in AHTS Hybrid Propulsion

   · Taxonomy evidence: Ulstein describes Olympic Zeus as an AHTS with combined diesel-mechanical and diesel-electric propulsion. Its principal propellers can receive direct engine power, electric-motor power, or both, establishing the combined architecture rather than separate mode-based categories.
   ([ulstein.com](https://ulstein.com/innovations/technological-innovations/olympic-zeus-ahts-hybrid-propulsion))

3. Rule-based operation task-aware energy management for ship power systems

   · Taxonomy evidence: Its hybrid diesel-mechanical architecture combines mechanical engines and electrical propulsion interfaces, corroborating the combined-drive definition.
   ([ietresearch.onlinelibrary.wiley.com](https://ietresearch.onlinelibrary.wiley.com/doi/xx.xx/iet-gtd.xx.xx))

8.3. Electric Drive

Table 23. Global Anchor Handling Towing Supply Vessel Market Size, by Electric Drive, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 24. Global Anchor Handling Towing Supply Vessel Market Size, by Electric Drive, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 25. Global Anchor Handling Towing Supply Vessel Market Size, by Electric Drive, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. BOURBON Strengthens Its Fleet: 13 New Vessels Worth Over $180 Million, With 10 Vessels Already Under Contract

   · Taxonomy evidence: The April xx.xx 2026 announcement reports completed acquisition and reactivation of diesel-electric AHTS assets. It supplies contemporary category evidence beyond a historical AHTS subsequently converted to another vessel use; it does not identify base-year hull allocations. ([bourbonoffshore.com](https://www.bourbonoffshore.com/en/bourbon-strengthens-fleet-xx.xx-new-vessels))

2. Parallel hybrid propulsion for AHTS

   · Taxonomy evidence: Electric propulsion is a distinct AHTS power-transmission arrangement in the article's technical comparison. ([library.e.abb.com](https://library.e.abb.com/public/d4355c6a83641884c1257a8a003c5ada/ABB%20Generations_24%20Parallel%20hybrid%20propulsion%20for%20AHTS.pdf))

3. Bourbon Orca (Kommandor Orca)

   · Taxonomy evidence: Ulstein identifies Bourbon Orca's original AHTS configuration as diesel-electric. The reference also states that the vessel was later converted to survey and research use, so it establishes historical AHTS architecture, not current qualifying AHTS fleet capacity. ([ulstein.com](https://ulstein.com/references/bourbon-orca))

4. Rule-based operation task-aware energy management for ship power systems

   · Taxonomy evidence: Its diesel-electric architecture supplies propulsion through the electrical system, with energy storage considered alongside generators rather than as a different transmission category. ([ietresearch.onlinelibrary.wiley.com](https://ietresearch.onlinelibrary.wiley.com/doi/xx.xx/iet-gtd.xx.xx))

9. Anchor Handling Towing Supply Vessel Market, by Fuel Capability

Fuel Capability separates present usable configurations from future conversion options. ■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■ ■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■ ■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■ The fuel's origin and environmental credentials should therefore be assessed separately from the vessel's documented hardware capability.

Alternative-fuel Capable offerings require an equally specific verification boundary. Royal IHC markets methanol-fueled and methanol-battery-hybrid AHTS configurations, but also describes its vessels as methanol-ready. ■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■ ■■ ■■■■■■■■■■■ ■■ ■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■

For an owner, preparation for later conversion can preserve a configuration option when employment or fuel-supply arrangements remain uncertain, but leaves future installation and approval commitments. ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■ ■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■ ■■■■ ■■ ■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■ Delivered qualifying AHTS installations remain a vessel-specific confirmation requirement; this does not exclude Alternative-fuel Capable configurations or establish that the category is inactive.

Figure 13. Global Anchor Handling Towing Supply Vessel Market, by Fuel Capability: Market share evolution, 2025-2032

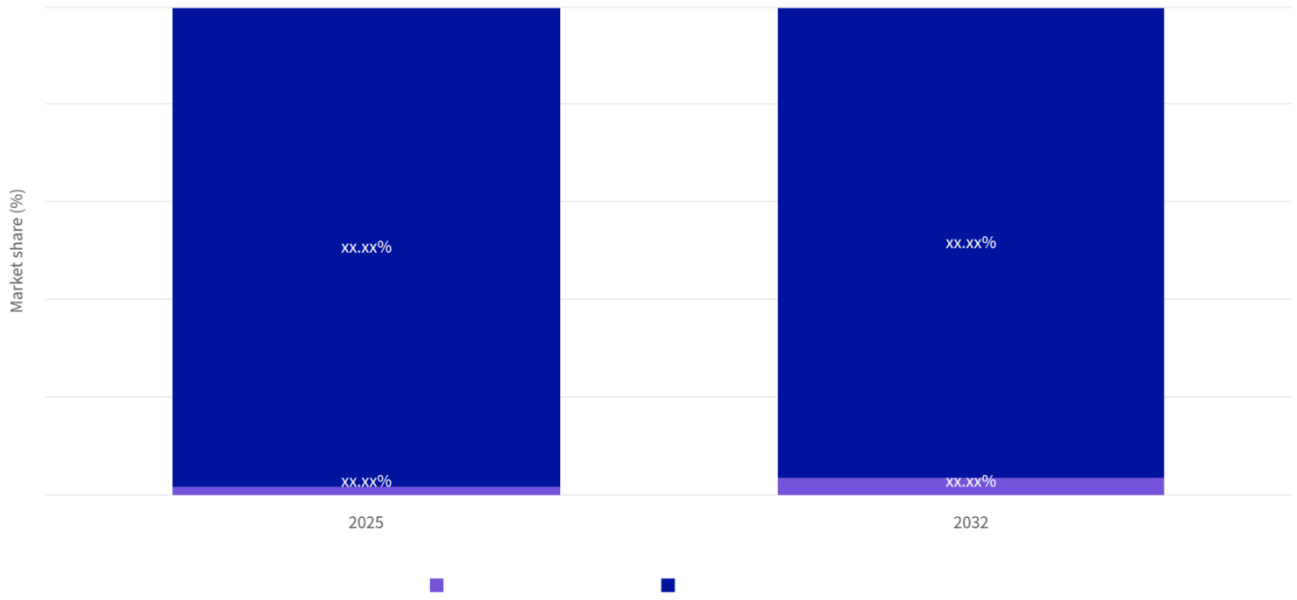

Figure 14. Global Anchor Handling Towing Supply Vessel Market, by Fuel Capability: Market size by category, 2025

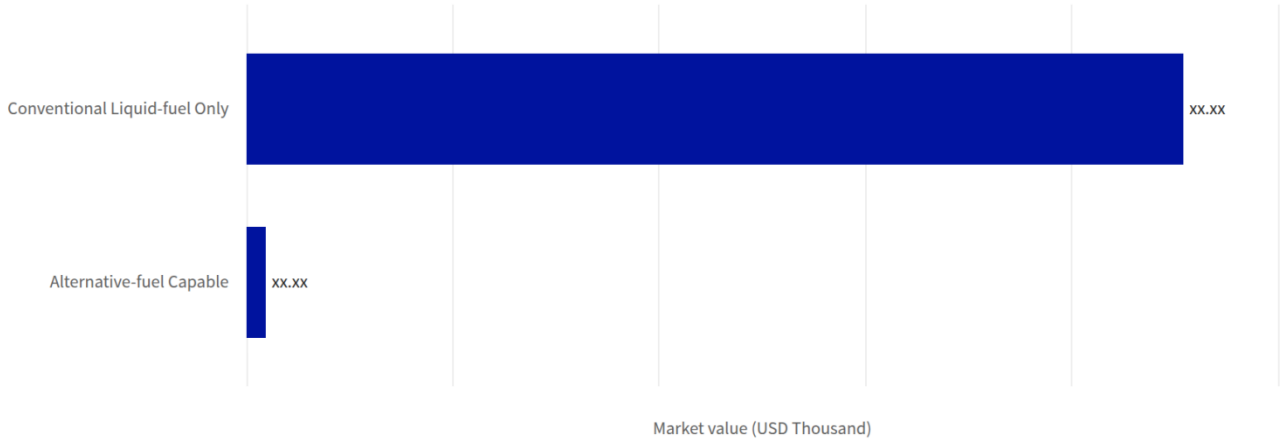

Table 26. Global Anchor Handling Towing Supply Vessel Market, by Fuel Capability growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 27. Global Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. AHTS UGBANA | World Carrier Corporation
   · The specification identifies MGO fuel. It confirms conventional liquid-fuel operation, but does not independently establish a complete exclusion of other installed capabilities. ([worldcarrier.gr](https://worldcarrier.gr/fleet/ahts-ugbana))
2. Alternative marine fuels: Regulatory mapping
   · IMO's mapping distinguishes conventional fuels, bio/synthetic diesel liquids, and alternative fuel families. Its liquid-fuel discussion supports separating compatible fuel origin from installed system architecture. ([greenvoyage2050.imo.org](https://greenvoyage2050.imo.org/alternative-marine-fuels-regulatory-mapping/))
   · Taxonomy evidence: The IMO regulatory mapping distinguishes conventional oil fuels, bio/synthetic diesel liquids, and alternative families including alcohols and gases. It supports separating installed fuel-system capability from the origin of a compatible liquid fuel. ([greenvoyage2050.imo.org](https://greenvoyage2050.imo.org/alternative-marine-fuels-regulatory-mapping/))
3. New DNV Fuel Ready and Gas fuelled ammonia class notations provide maximum flexibility to tackle shipping's carbon curve
   · DNV describes Fuel Ready as preparation for later conversion, with optional installation choices. A readiness label therefore does not alone establish present operating capability. ([dnv.co.kr](https://www.dnv.co.kr/news/2021/new-dnv-fuel-ready-and-gas-fuelled-ammonia-class-notations-provide-maximum-flexibility-to-tackle-shipping-s-carbon-curve-xx.xx/))
   · Taxonomy evidence: DNV describes Fuel Ready as preparation for later conversion to alternative fuels, with different levels of preparation. Such readiness does not by itself establish present installed operating capability. ([dnv.co.kr](https://www.dnv.co.kr/news/2021/new-dnv-fuel-ready-and-gas-fuelled-ammonia-class-notations-provide-maximum-flexibility-to-tackle-shipping-s-carbon-curve-xx.xx/))
4. Anchor handling tug supply vessel (AHTS)
   · Royal IHC offers methanol-fueled and methanol-battery-hybrid AHTS designs while also using methanol-ready wording. The page does not identify a named delivered hull with approved methanol operation. ([royalihc.com](https://www.royalihc.com/offshore-energy/offshore-vessels/floating-wind-vessels/anchor-handling-tug-supply-vessel-ahts))

9.1. Conventional Liquid-fuel Only

Table 28. Global Anchor Handling Towing Supply Vessel Market Size, by Conventional Liquid-fuel Only, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 29. Global Anchor Handling Towing Supply Vessel Market Size, by Conventional Liquid-fuel Only, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 30. Global Anchor Handling Towing Supply Vessel Market Size, by Conventional Liquid-fuel Only, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. AHTS UGBANA | World Carrier Corporation

   · Taxonomy evidence: The same AHTS specification identifies MGO as its fuel type, corroborating conventional liquid-fuel capability without supporting an alternative-fuel installation. ([worldcarrier.gr](https://worldcarrier.gr/fleet/ahts-ugbana))

2. Alternative marine fuels: Regulatory mapping

   · Taxonomy evidence: The mapping discusses conventional diesel, gas oil, and fuel oil, and separately describes bio/synthetic liquids whose compatibility may fall within marine oil-fuel specifications. Fuel origin alone is therefore not a distinct propulsion-hardware configuration. ([greenvoyage2050.imo.org](https://greenvoyage2050.imo.org/alternative-marine-fuels-regulatory-mapping/))

9.2. Alternative-fuel Capable

Table 31. Global Anchor Handling Towing Supply Vessel Market Size, by Alternative-fuel Capable, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 32. Global Anchor Handling Towing Supply Vessel Market Size, by Alternative-fuel Capable, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 33. Global Anchor Handling Towing Supply Vessel Market Size, by Alternative-fuel Capable, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Royal IHC - Anchor Handling Tug Supply Vessel (AHTS)

   · Taxonomy evidence: The AHTS design page markets methanol-fueled and methanol-battery-hybrid configurations but also uses methanol-ready wording. It establishes an offered configuration, not a named delivered vessel with installed permitted methanol operation. ([royalihc.com](https://www.royalihc.com/offshore-energy/offshore-vessels/floating-wind-vessels/anchor-handling-tug-supply-vessel-ahts))

   · Taxonomy evidence: Royal IHC markets methanol-fueled and methanol-battery-hybrid AHTS designs while also describing them as methanol-ready. This establishes an offered alternative-fuel configuration, but the page does not identify a delivered hull with documented installed methanol operating capability. ([royalihc.com](https://www.royalihc.com/offshore-energy/offshore-vessels/floating-wind-vessels/anchor-handling-tug-supply-vessel-ahts))

2. Alternative marine fuels: Regulatory mapping

   · Taxonomy evidence: The mapping recognizes alternative marine fuel families with distinct safety and fuel-system considerations. This establishes the general capability distinction, but does not establish delivered AHTS installations. ([greenvoyage2050.imo.org](https://greenvoyage2050.imo.org/alternative-marine-fuels-regulatory-mapping/))

3. New DNV Fuel Ready and Gas fuelled ammonia notations provide maximum flexibility to tackle shipping's carbon curve

   · Taxonomy evidence: Fuel Ready may address one or several future fuels. This supports the exclusion of conversion potential from current alternative-fuel capability and prevents multiple future-ready options from creating duplicate current allocations.
   ([dnv.co.kr](https://www.dnv.co.kr/news/2021/new-dnv-fuel-ready-and-gas-fuelled-ammonia-class-notations-provide-maximum-flexibility-to-tackle-shipping-s-carbon-curve-xx.xx/))

10. Anchor Handling Towing Supply Vessel Market, by Dynamic Positioning Class

Dynamic Positioning Class changes procurement through the consequences of losing position, not through a universal hierarchy of commercial value. IMO's framework allows loss of position after a single fault for DP Class xx.xx; DP Class xx.xx addresses specified single-component or system failures; DP Class xx.xx additionally considers compartment loss from fire or flooding. ■■■ ■■■■■■■■ ■■■■■ ■■ ■■ ■■ ■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■ ■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■

Non-DP and Class xx.xx Positioning are distinct categories. ABS's DPS-xx.xx example uses centralized manual position control with automatic heading control, rather than the automatic positioning represented by its DPS-xx.xx DPS-xx.xx and DPS-xx.xx notations. ■■■ ■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■■ ■■ ■■■■■ ■■■■■■■■ ■■ ■■■■■■■ ■■ ■ ■■■■■■■■ ■■■■■ ■■■■ ■■■ ■■■■■ ■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■ ■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■ ■■■■ ■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■

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Figure 15. Global Anchor Handling Towing Supply Vessel Market, by Dynamic Positioning Class: Market share evolution, 2025-2032

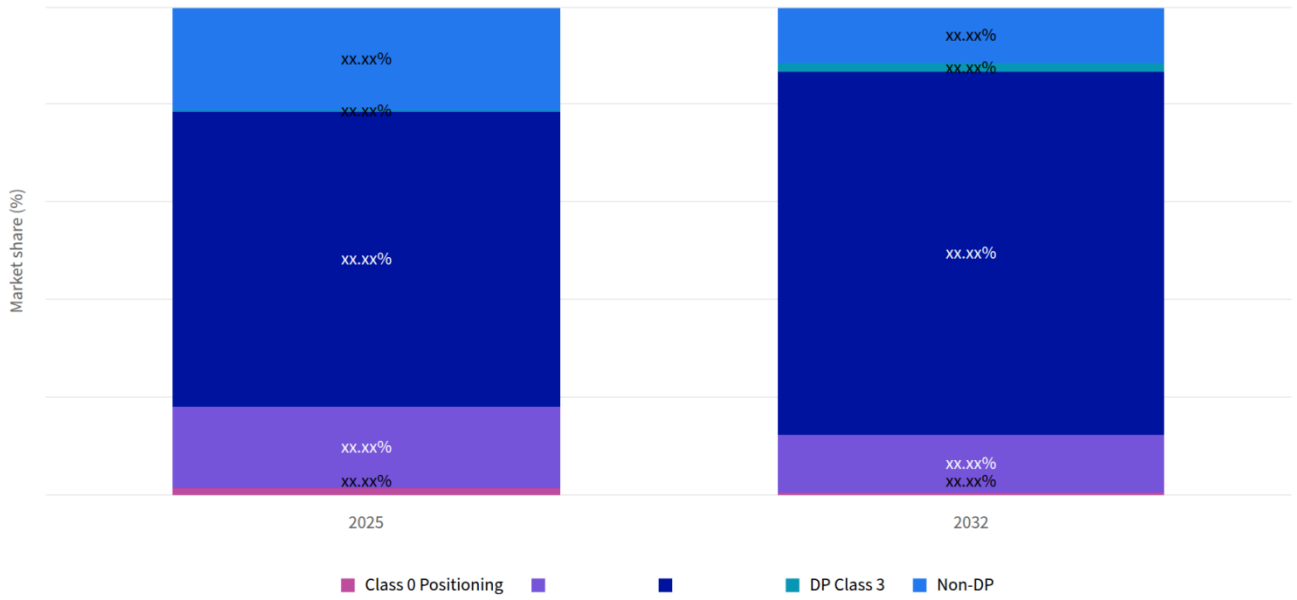

Figure 16. Global Anchor Handling Towing Supply Vessel Market, by Dynamic Positioning Class: Market size by category, 2025

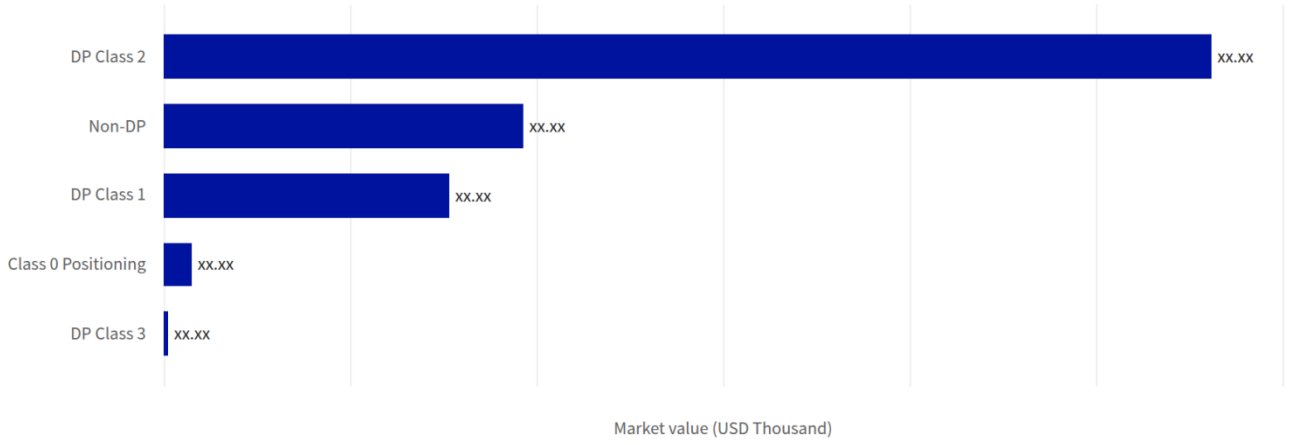

Figure 17. Global Anchor Handling Towing Supply Vessel Market, by Dynamic Positioning Class: Market size and growth, 2025-2032

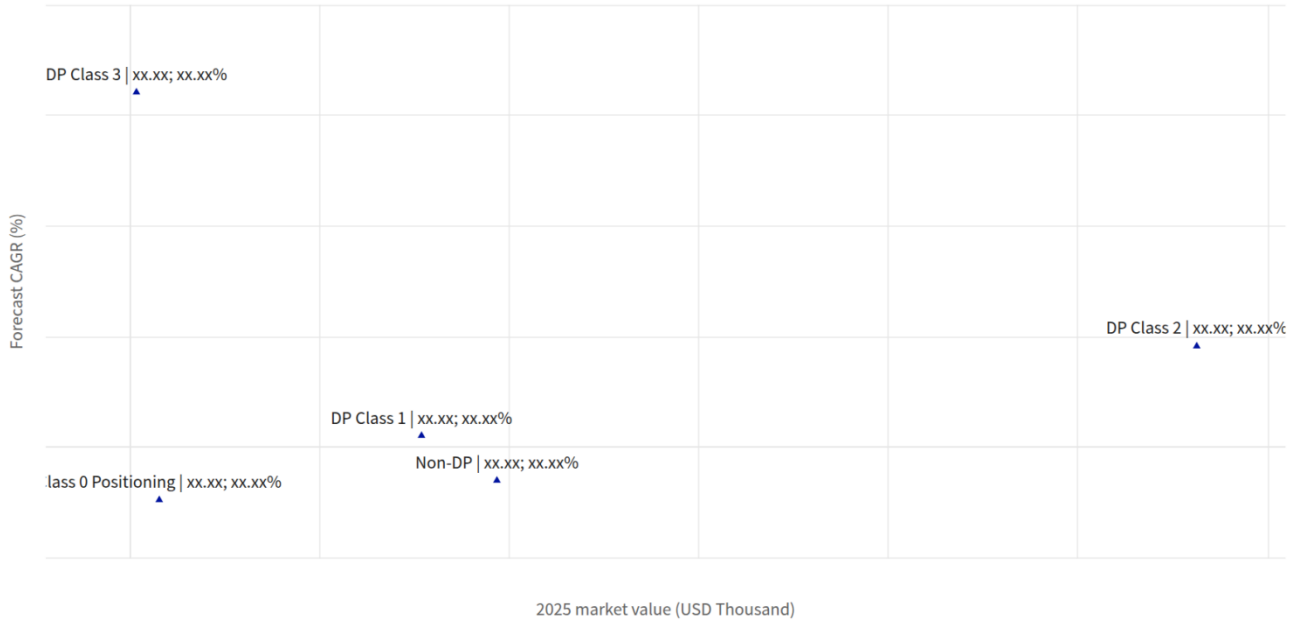

Table 34. Global Anchor Handling Towing Supply Vessel Market, by Dynamic Positioning Class growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 35. Global Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. SUPPLYTIME 2017 Special Tasks Annexes

   · BIMCO's DP annex addresses system specification, verification trials, and fault or failure provisions, supporting a contractual boundary beyond the class label. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))

2. Guide for Dynamic Positioning Systems, February 2024

   · ABS distinguishes manual-position-control DPS-xx.xx from automatic positioning notations and assigns notations on owner request. Missing notation alone does not prove absent equipment. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))

   · Taxonomy evidence: The guide maps DPS-xx.xx DPS-xx.xx and DPS-xx.xx to corresponding IMO equipment classes while treating DPS-xx.xx as a distinct ABS system class. This supports class-based allocation rather than operating-mode allocation. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))

   · Taxonomy evidence: The ABS guide applies to offshore support vessels and expressly maps DPS-xx.xx DPS-xx.xx and DPS-xx.xx to IMO equipment Classes xx.xx xx.xx and xx.xx. DPS-xx.xx is a separate society system class. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))

   · Taxonomy evidence: ABS states that these notations are assigned on owner request. As an allocation inference, absence of a notation alone cannot establish absence of installed positioning equipment. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))

3. ClassNK Technical Information TEC-1127 - Introduction to the Outcomes of MSC 98

   · The reproduced IMO circular defines Classes xx.xx xx.xx and xx.xx through failure consequences and calls for task-risk-based agreement of required class, subject to authority requirements. ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))

   · Taxonomy evidence: The reproduced IMO circular defines equipment classes through failure consequences and permits operation within an assigned class and lower classes. Allocation to the highest documented class is an analytical rule preventing duplicate counting. ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))

4. DP Vessel Design Philosophy Guidelines - Rev2, April 2021
   · Taxonomy evidence: The Marine Technology Society guidelines distinguish three IMO DP equipment classes according to failure consequences and the failures considered, supporting a capability-class axis rather than a mission or operating-geography classification.
   ([dynamic-positioning.com](https://dynamic-positioning.com/wp-content/uploads/2025/xx.xx/MTS-DP-VESSEL-DESIGN-PHILOSOPHY-GUIDELINES-Rev2-Apr21.pdf))

10.1. DP Class 2

Table 36. Global Anchor Handling Towing Supply Vessel Market Size, by DP Class xx.xx by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 37. Global Anchor Handling Towing Supply Vessel Market Size, by DP Class xx.xx by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 38. Global Anchor Handling Towing Supply Vessel Market Size, by DP Class xx.xx by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. ClassNK Technical Information TEC-1127 - Introduction to the Outcomes of MSC 98, Including MSC.1/Circ.1580
   · Taxonomy evidence: Class xx.xx addresses continued positioning following the specified single active-component or system fault.
   ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))
2. DP Vessel Design Philosophy Guidelines - Rev2, April 2021
   · Taxonomy evidence: Equipment Class xx.xx addresses continued position and heading keeping following the specified single active-component or system fault.
   ([dynamic-positioning.com](https://dynamic-positioning.com/wp-content/uploads/2025/xx.xx/MTS-DP-VESSEL-DESIGN-PHILOSOPHY-GUIDELINES-Rev2-Apr21.pdf))

10.2. Non-DP

Table 39. Global Anchor Handling Towing Supply Vessel Market Size, by Non-DP, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 40. Global Anchor Handling Towing Supply Vessel Market Size, by Non-DP, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 41. Global Anchor Handling Towing Supply Vessel Market Size, by Non-DP, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

10.3. DP Class 1

Table 42. Global Anchor Handling Towing Supply Vessel Market Size, by DP Class xx.xx by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 43. Global Anchor Handling Towing Supply Vessel Market Size, by DP Class xx.xx by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 44. Global Anchor Handling Towing Supply Vessel Market Size, by DP Class xx.xx by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. ClassNK Technical Information TEC-1127 - Introduction to the Outcomes of MSC 98, Including MSC.1/Circ.1580
   · Taxonomy evidence: Class xx.xx allows loss of position or heading following a single fault. ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))

2. DP Vessel Design Philosophy Guidelines - Rev2, April 2021
· Taxonomy evidence: Equipment Class xx.xx permits loss of position following a single failure, providing the defining distinction for the Class xx.xx category.
([dynamic-positioning.com](https://dynamic-positioning.com/wp-content/uploads/2025/xx.xx/MTS-DP-VESSEL-DESIGN-PHILOSOPHY-GUIDELINES-Rev2-Apr21.pdf))

10.4. Class 0 Positioning

Table 45. Global Anchor Handling Towing Supply Vessel Market Size, by Class xx.xx Positioning, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 46. Global Anchor Handling Towing Supply Vessel Market Size, by Class xx.xx Positioning, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 47. Global Anchor Handling Towing Supply Vessel Market Size, by Class xx.xx Positioning, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. ABS - Guide for Dynamic Positioning Systems, February 2024

   • Taxonomy evidence: DPS-xx.xx uses manual position control with automatic heading control and is not an IMO automatic DP equipment class. The definition does not establish a qualifying AHTS installation. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))

   • Taxonomy evidence: ABS DPS-xx.xx concerns centralized manual position control with automatic heading control, rather than an IMO automatic DP equipment class. This supports retaining a distinct Class xx.xx positioning category. ([ww2.eagle.org](https://ww2.eagle.org/content/dam/eagle/rules-and-guides/current/other/xx.xx-guide-for-dynamic-positioning-systems-2024/xx.xx-dps-guide-feb24.pdf))

10.5. DP Class 3

Table 48. Global Anchor Handling Towing Supply Vessel Market Size, by DP Class xx.xx by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 49. Global Anchor Handling Towing Supply Vessel Market Size, by DP Class xx.xx by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 50. Global Anchor Handling Towing Supply Vessel Market Size, by DP Class xx.xx by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. ClassNK Technical Information TEC-1127 - Introduction to the Outcomes of MSC 98, Including MSC.1/Circ.1580
   · Taxonomy evidence: Class xx.xx additionally considers compartment loss through fire or flooding; this is class-definition evidence, not proof of AHTS adoption. ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))
2. DP Vessel Design Philosophy Guidelines - Rev2, April 2021
   · Taxonomy evidence: The Class xx.xx framework extends failure consideration to compartment loss from fire or flooding. This supports the class definition, not proof that a particular construction vessel qualifies as AHTS. ([dynamic-positioning.com](https://dynamic-positioning.com/wp-content/uploads/2025/xx.xx/MTS-DP-VESSEL-DESIGN-PHILOSOPHY-GUIDELINES-Rev2-Apr21.pdf))

11. Anchor Handling Towing Supply Vessel Market, by Primary Mission

Primary Mission should follow the purchased deliverable rather than every duty an AHTS can perform. ■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■ ■ ■■■■■■■■ ■■■■■■ ■ ■■■■■■■■■■■ ■■■ ■■■■■■ ■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■ ■■■ ■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■ An integrated vessel can reduce interfaces, but the presence of several capabilities does not establish separate principal employment for each one.

Offshore Construction & Intervention Support introduces a project-delivery boundary beyond routine vessel access. ■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■ ■■■■ ■■■■■■■ ■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■ ■■■■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■ ■■■■■■■■■ ■■■■■■■■■ The scientific account of Vidar Viking also distinguishes provision of the vessel from specialist scientific services; retained AHTS qualification during that employment requires separate confirmation.

■■■■■■■ ■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■ ■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■ ■■■■ ■■■■■■■■■ This differs commercially from the secondary emergency functions in the Saka package. A buyer needing reserved response capability should specify that commitment explicitly instead of assuming that an AHTS engaged in another primary mission provides equivalent availability.

Environmental Cleanup requires particular care in distinguishing equipment support from the principal removal service. ■■■ ■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■ ■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■ ■■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■ ■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■ ■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■■■ Suppliers should establish the contracted deliverable and attributable service boundary before treating such project participation as a repeatable cleanup offering.

■■■ ■■■■■■■■■■ ■ ■■■■■■■■■■■ ■■ ■■■■ ■■■■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■ ■■■ ■ ■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■ ■■■■■■■■ ■■■■ ■■ ■■■ ■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ Buyers should verify the named vessel's ice capability and accepted task package rather than infer mission suitability from general AHTS status. Across these specialized missions, additional equipment and expertise can broaden a supplier's offer while adding acceptance and

responsibility obligations; BIMCO's special-task provisions reinforce the need to reconcile the final service scope.

Figure 18. Global Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2025 vs 2032 (%)

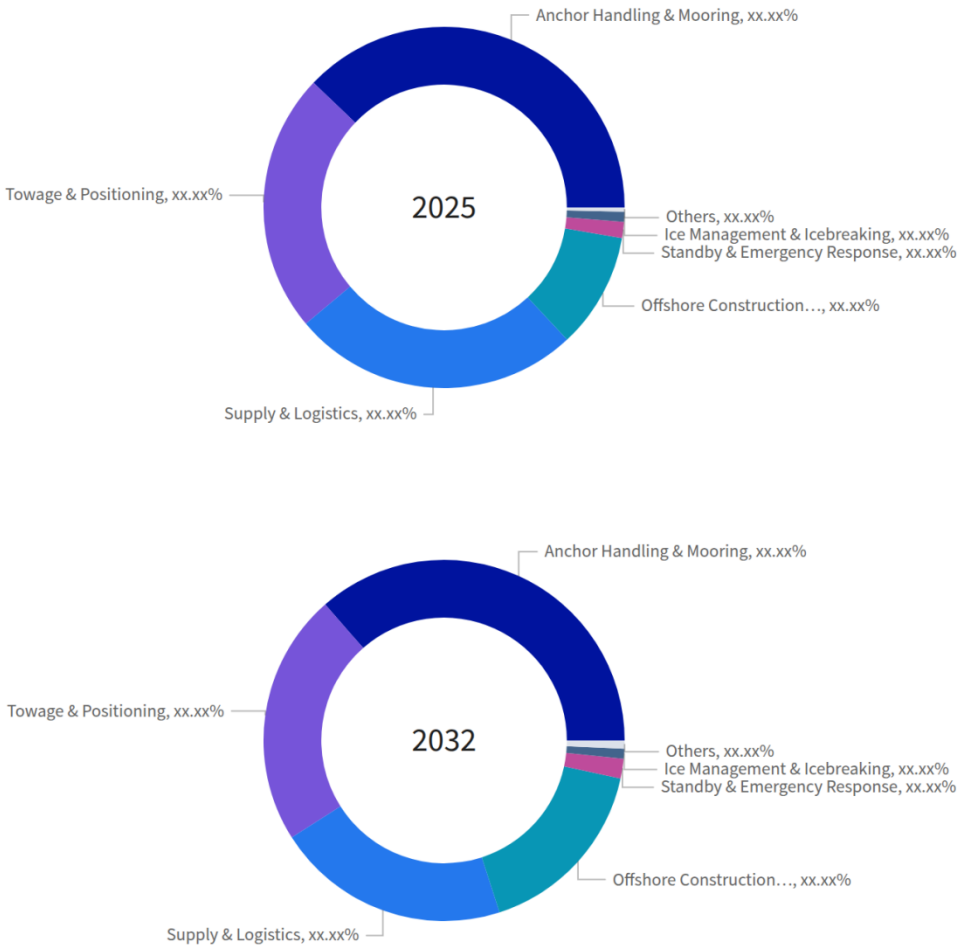

Figure 19. Global Anchor Handling Towing Supply Vessel Market, by Primary Mission: Market size by category, 2025

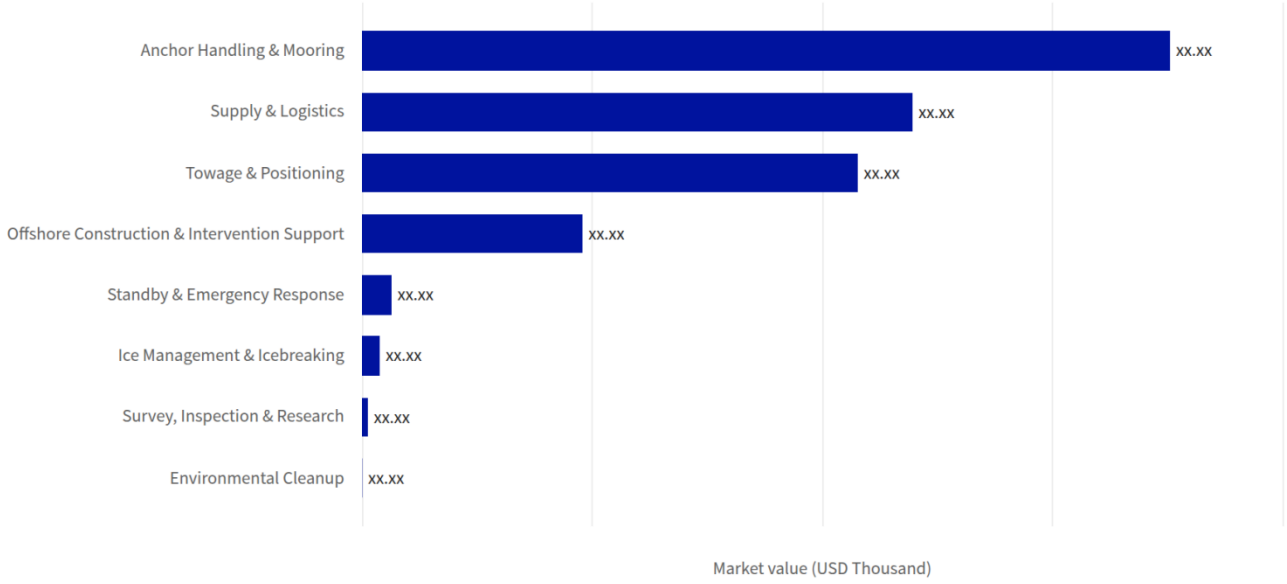

Figure 20. Global Anchor Handling Towing Supply Vessel Market, by Primary Mission: Market size and growth, 2025-2032

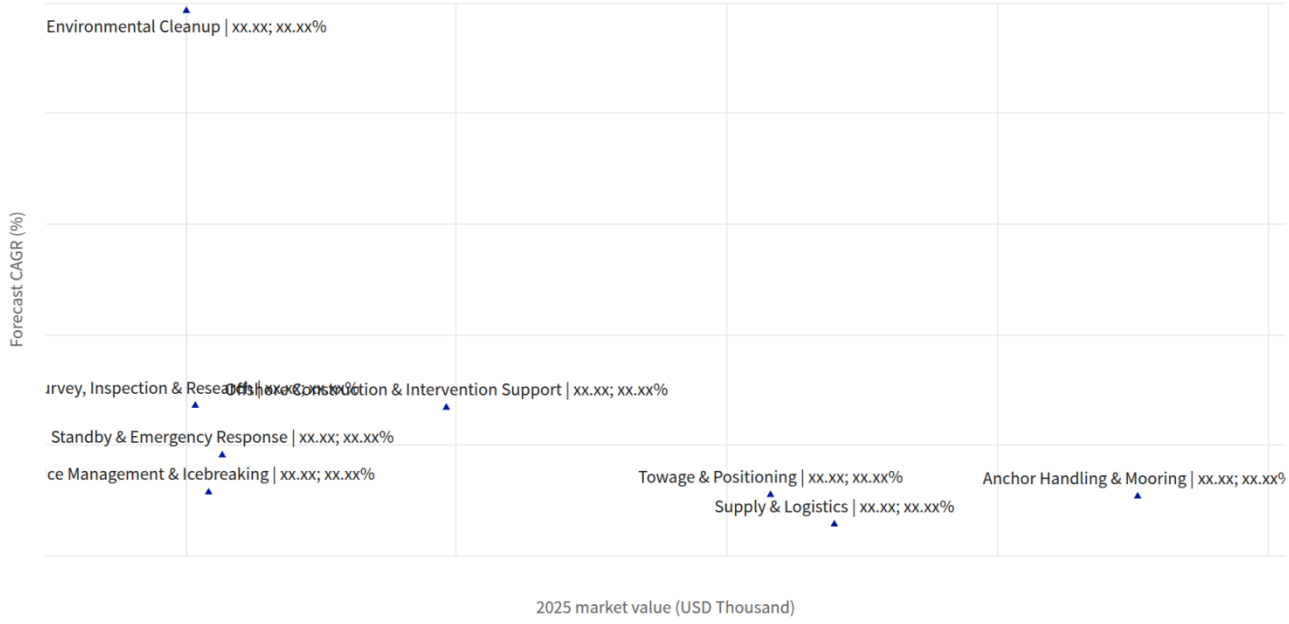

Table 51. Global Anchor Handling Towing Supply Vessel Market, by Primary Mission growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 52. Global Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. SUPPLYTIME 2017 Special Tasks Annexes
   · BIMCO warns that added services can create omissions or conflicting provisions and that special-task annexes need project adaptation. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017-special-tasks-annexes/))
2. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   · The April xx.xx 2024 AHTS notice bundles drilling supply, rig moves, anchor handling, and cargo transport, while explicitly identifying secondary emergency duties. ([sakaenergi.com](https://www.sakaenergi.com/wp-content/uploads/2024/xx.xx/Tender-Announcement-in-CIVD-BID-xx.xx-xx.xx-rev01-signed-xx.xx.pdf))
   · Taxonomy evidence: The April xx.xx 2024 AHTS procurement distinguishes drilling-support supply, rig-move and anchor-handling work from secondary standby and emergency obligations. This supports separating principal missions from ancillary duties.
3. Asso Group - Client Project References and Recommendation Letters
   · Client references identify AHTS Artemis in submarine power-cable route preparation alongside other vessels and project services. ([assogroup.com](https://assogroup.com/wp-content/uploads/2023/xx.xx/ASSO-References-Recomendation-letters.pdf))
4. Government of Canada extends contract for marine emergency towing vessels on the West Coast
   · The November xx.xx 2021 government release documents dedicated emergency-towing leases for Atlantic Eagle and Atlantic Raven, with rescue and environmental-response roles. ([canada.ca](https://www.canada.ca/en/canadian-coast-guard/news/2021/xx.xx/government-of-canada-extends-contract-for-marine-emergency-towing-vessels-on-the-west-coast.html))
5. Our Services | Atlantic Towing
   · Atlantic Towing identifies Atlantic Eagle and Atlantic Raven as AHTS vessels contracted to the Canadian Coast Guard. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))
6. IODP Expedition 302 Proceedings - Deepwater drilling in the Arctic Ocean's permanent sea ice: Expedition 302 experiment
   · IODP records separate contracting for Vidar Viking and specialist services, and describes the vessel's supply/anchor-handling icebreaker background. Retained combined AHTS eligibility is not independently established. ([publications.iodp.org](https://publications.iodp.org/proceedings/xx.xx/xx.xx/106_5.htm))
7. The World's First Ocean Cleanup System Launched from San Francisco
   · The 2018 release describes Maersk Launcher towing a cleanup system and supporting observation, made available by its owner and charter holder. It does not establish paid principal AHTS cleanup-removal employment. ([theoceancleanup.com](https://theoceancleanup.com/press/press-releases/the-worlds-first-ocean-cleanup-system-launched-from-san-francisco/))
8. Shell Gulf of Mexico Inc. - Drilling Ice Management Plan, Chukchi Sea, Alaska, July 2014
   · Shell's regulator-hosted 2014 plan includes ice-class AHTS roles and identifies Tor Viking II as an AHTS/icebreaker. It is planning and configuration evidence, not proof of every completed assignment. ([boem.gov](https://www.boem.gov/sites/default/files/about-boem/BOEM-Regions/Alaska-Region/Leasing-and-Plans/Plans/2014-Shell-Chukchi-Sea/Appendix-G-Drilling-Ice-Management-Plan.pdf))
9. MS SPECIAL TIME CHARTER; ANCHOR HANDLING TUG SUPPLY (AHTS) VESSEL FOR UNDER WATER SOUND TESTING
   · The June xx.xx 2018 Military Sealift Command notice seeks an AHTS for underwater sound testing. Its sources-sought status establishes procurement interest, not a completed charter. ([sam.gov](https://sam.gov/workspace/contract/opp/228af19d0b12f6f37789035e1513aed1/view))

11.1. Anchor Handling & Mooring

Table 53. Global Anchor Handling Towing Supply Vessel Market Size, by Anchor Handling & Mooring, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 54. Global Anchor Handling Towing Supply Vessel Market Size, by Anchor Handling & Mooring, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 55. Global Anchor Handling Towing Supply Vessel Market Size, by Anchor Handling & Mooring, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   - Taxonomy evidence: The requested AHTS service expressly includes anchor-handling work supporting drilling activity.
2. Farstad Shipping ASA - Contract Award, December 2, 2016
   - Taxonomy evidence: The December xx.xx 2016 contract announcement specifies complete mooring installation and hook-up of a semi-submersible offshore fish farm using AHTS vessels.

11.2. Supply & Logistics

Table 56. Global Anchor Handling Towing Supply Vessel Market Size, by Supply & Logistics, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 57. Global Anchor Handling Towing Supply Vessel Market Size, by Supply & Logistics, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 58. Global Anchor Handling Towing Supply Vessel Market Size, by Supply & Logistics, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   - Taxonomy evidence: The AHTS scope includes transporting deck, bulk, and liquid cargo and supplying materials, fuel, and water.

11.3. Towage & Positioning

Table 59. Global Anchor Handling Towing Supply Vessel Market Size, by Towage & Positioning, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 60. Global Anchor Handling Towing Supply Vessel Market Size, by Towage & Positioning, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 61. Global Anchor Handling Towing Supply Vessel Market Size, by Towage & Positioning, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   - Taxonomy evidence: Rig-move assistance is an expressly requested AHTS service.
2. Kongsberg Maritime - Dynamic Positioning: Powering Safer, Greener Offshore Operations
   - Taxonomy evidence: The installed-DP-system case identifies Normand Drott as an AHTS and records its captain's account of rig-moving and offshore-asset positioning applications.
   - Taxonomy evidence: This is operator testimony within a product-installation case, not a standalone charter-allocation record.

11.4. Offshore Construction & Intervention Support

Table 62. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore Construction & Intervention Support, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 63. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore Construction & Intervention Support, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 64. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore Construction & Intervention Support, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Lloyd Todd's Post - OMSAT Charter of Era Maritim (DP1 AHTS) for Telecommunications PLGR Projects

   · Taxonomy evidence: The announced AHTS charter supports cable-route preparation. It establishes an announced physical project-support scope, not an observed allocation of completed service days. ([linkedin.com](https://www.linkedin.com/posts/lloyd-todd-08704b8_offshore-maritime-subsea-advanced-technologies-activity-xx.xx-dgrt))

2. Asso Group - Client Project References and Recommendation Letters

   · Taxonomy evidence: Client project-reference letters identify Artemis as an anchor-handling tug and supply vessel supporting submarine power-cable projects, including pre-lay grapnel clearance.

3. Akastor ASA: DDW Offshore AS Signs Contract for Skandi Atlantic

   · Taxonomy evidence: The September xx.xx 2022 disclosure identifies an AHTS charter supporting Northern Endeavour FPSO disconnection, towing, and well-isolation work. It establishes vessel-based decommissioning and intervention support.

11.5. Standby & Emergency Response

Table 65. Global Anchor Handling Towing Supply Vessel Market Size, by Standby & Emergency Response, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 66. Global Anchor Handling Towing Supply Vessel Market Size, by Standby & Emergency Response, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 67. Global Anchor Handling Towing Supply Vessel Market Size, by Standby & Emergency Response, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Atlantic Towing - Our Services

   · Taxonomy evidence: The operator explicitly identifies Atlantic Eagle and Atlantic Raven as AHTS vessels contracted to the Canadian Coast Guard and describes emergency-towing provision. This closes the earlier qualifying-vessel identity gap for the independently documented civil emergency program. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))

2. Government of Canada Extends Contract for Marine Emergency Towing Vessels on the West Coast

   · Taxonomy evidence: The November xx.xx 2021 government release documents dedicated emergency-towing leases for Atlantic Eagle and Atlantic Raven, including distress response, rescue, and environmental duties. Combined AHTS identity is corroborated independently by the operator. ([canada.ca](https://www.canada.ca/en/canadian-coast-guard/news/2021/xx.xx/government-of-canada-extends-contract-for-marine-emergency-towing-vessels-on-the-west-coast.html))

   · Taxonomy evidence: The November xx.xx 2021 government release documents leased vessels dedicated to emergency towing, with search-and-rescue and environmental-response roles.

   · Taxonomy evidence: The release does not itself state the vessels' combined AHTS classification.

3. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103

   · Taxonomy evidence: The scope specifies secondary standby, evacuation, rescue, spill-handling, and firefighting duties; it does not establish these as the primary mission.

11.6. Ice Management & Icebreaking

Table 68. Global Anchor Handling Towing Supply Vessel Market Size, by Ice Management & Icebreaking, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 69. Global Anchor Handling Towing Supply Vessel Market Size, by Ice Management & Icebreaking, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 70. Global Anchor Handling Towing Supply Vessel Market Size, by Ice Management & Icebreaking, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Kistefos - Annual Report 2014
   - Taxonomy evidence: The 2014 annual report documents AHTS employment in ice-covered offshore operations and ice-management assignments, including contracts involving combined AHTS/icebreaker vessels.
2. Shell Gulf of Mexico Inc. - Drilling Ice Management Plan, Chukchi Sea, Alaska, July 2014
   - Taxonomy evidence: The regulator-hosted 2014 petroleum-project plan expressly includes ice-class AHTS vessels within the ice-management vessel role and distinguishes secondary ice-management/anchor-handler assignments.
   - Taxonomy evidence: The document establishes planned commercial application, not proof that every described assignment occurred.

11.7. Survey, Inspection & Research

Table 71. Global Anchor Handling Towing Supply Vessel Market Size, by Survey, Inspection & Research, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 72. Global Anchor Handling Towing Supply Vessel Market Size, by Survey, Inspection & Research, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 73. Global Anchor Handling Towing Supply Vessel Market Size, by Survey, Inspection & Research, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Military Sealift Command - N32205-MS-PM4-18-017: AHTS Vessel for Under Water Sound Testing
   - Taxonomy evidence: The June xx.xx 2018 official sources-sought notice explicitly seeks an AHTS time charter for underwater sound-data collection, establishing a survey/testing procurement use case.
   - Taxonomy evidence: The notice is a request for information, not an award or completed employment record.
2. IODP Expedition 302 Proceedings - Deepwater Drilling in the Arctic Ocean's Permanent Sea Ice
   - Taxonomy evidence: The scientific expedition account describes employment of Vidar Viking, a supply/anchor-handling icebreaker, as a temporarily equipped scientific platform.
   - Taxonomy evidence: The account does not independently establish retained combined towing and supply eligibility throughout the modified employment.

11.8. Environmental Cleanup

Table 74. Global Anchor Handling Towing Supply Vessel Market Size, by Environmental Cleanup, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 75. Global Anchor Handling Towing Supply Vessel Market Size, by Environmental Cleanup, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 76. Global Anchor Handling Towing Supply Vessel Market Size, by Environmental Cleanup, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. The Ocean Cleanup - The World's First Ocean Cleanup System Launched from San Francisco
   - Taxonomy evidence: The September xx.xx 2018 project release describes Maersk Launcher towing an ocean-cleanup system and subsequently supporting observation of its deployment.
   - Taxonomy evidence: The release does not state combined AHTS classification or an attributable paid hire.

12. Anchor Handling Towing Supply Vessel Market, by End-use Industry

End-use Industry identifies the project or public-service beneficiary, not necessarily the party contracting for the vessel. Oil & Gas procurement is directly illustrated by Saka's drilling-support AHTS requirement. ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪

Electric Power Transmission and Telecommunications should remain distinct even when similar cable-support tasks are involved. Asso's references document AHTS Artemis in submarine power-cable work; fiber carried with power cables does not independently establish dedicated telecommunications employment. ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪

Offshore Mining and Aquaculture illustrate different purchasing packages outside energy. Debmarine Namibia issued an AHTS charter-services tender, while Breakwater describes its Debmarine contract and separately identifies Atlantic Ranger as an AHTS. ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪

Shipping & Port Infrastructure requires a named AHTS task rather than inclusion of all harbor towage or port construction. Normand Drott's reported cruise-vessel anchoring work supports a shipping application, but not a general port-construction claim. ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪

Marine Science & Research and Defense & Security need their own procurement and vessel-qualification records. IODP's historical Vidar Viking account demonstrates scientific platform contracting, but does not by itself settle retained combined AHTS eligibility during that use. ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪

RESEARCH SAMPLE REPORT

Figure 21. Global Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2025 vs 2032 (%)

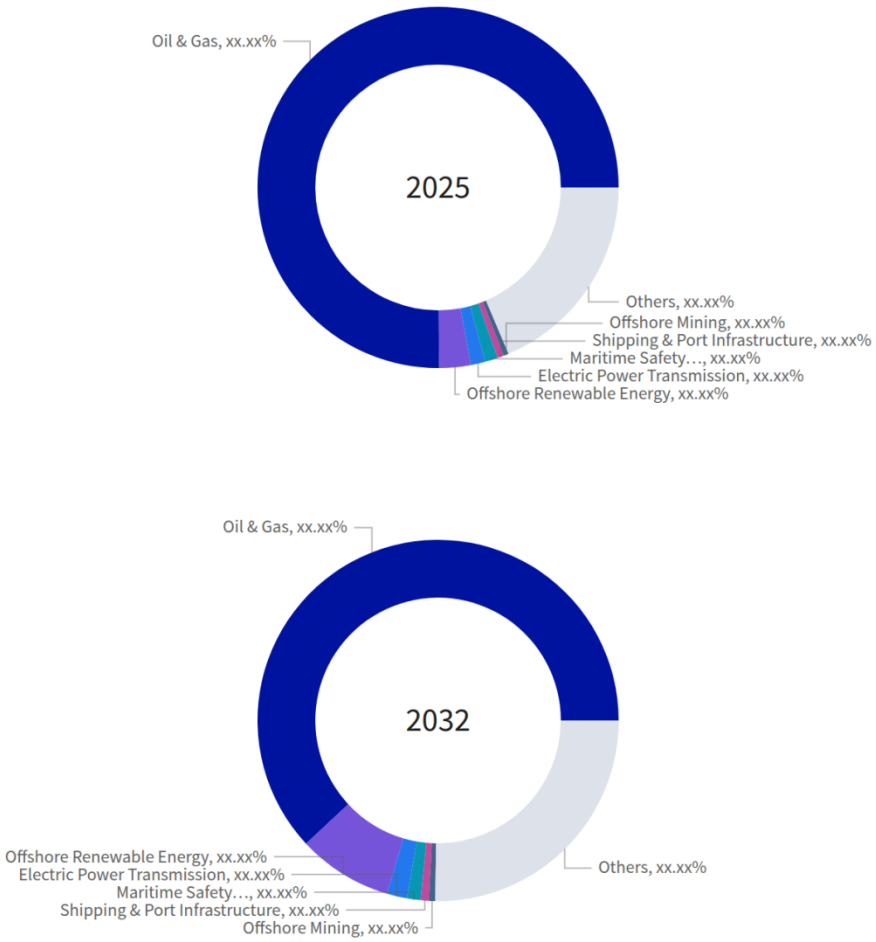

Figure 22. Global Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2025 vs 2026 vs 2032

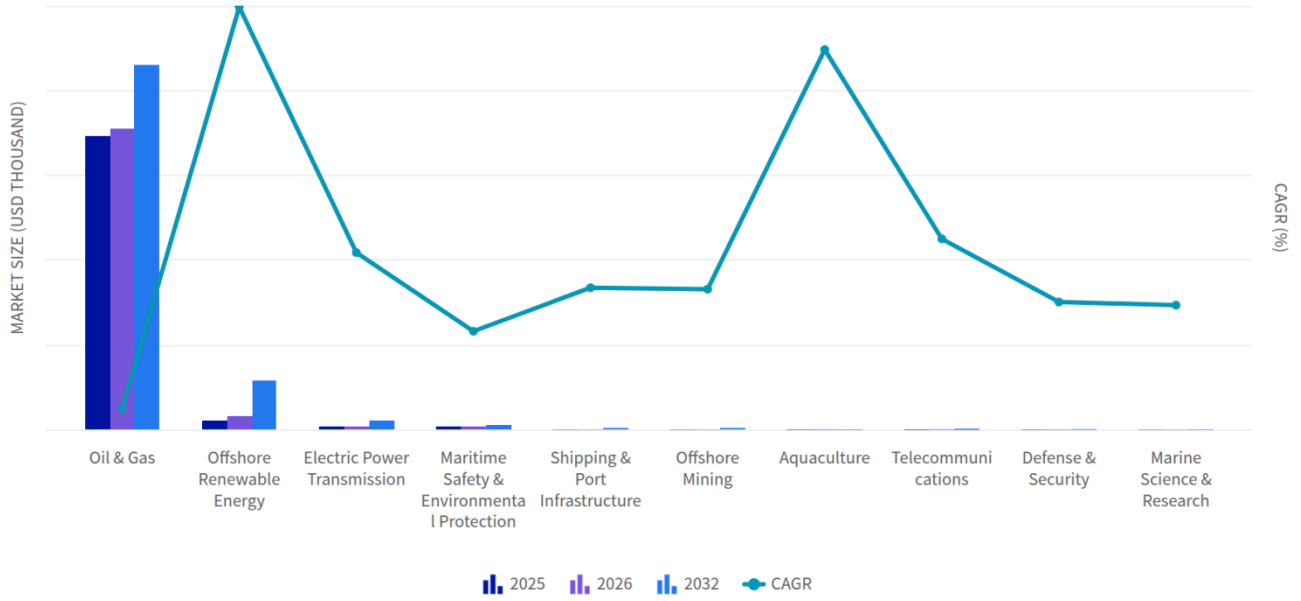

Table 77. Global Anchor Handling Towing Supply Vessel Market, by End-use Industry growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unallocated / remaining scope	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 78. Global Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   · Saka issues the requirement for petroleum drilling support. This establishes buyer procurement interest, not completion of a charter. ([sakaenergi.com](https://www.sakaenergi.com/wp-content/uploads/2024/xx.xx/Tender-Announcement-in-CIVD-BID-xx.xx-xx.xx-rev01-signed-xx.xx.pdf))
2. Asso Group - Client Project References and Recommendation Letters
   · The references document power-cable employment and fiber carried in the same bundle. The latter does not establish a separate dedicated telecom assignment. ([assogroup.com](https://assogroup.com/wp-content/uploads/2023/xx.xx/ASSO-References-Recomendation-letters.pdf))
3. Government of Canada extends contract for marine emergency towing vessels on the West Coast
   · The leases serve civil protection of mariners and the marine environment, supporting a public-safety end use distinct from a defense award. ([canada.ca](https://www.canada.ca/en/canadian-coast-guard/news/2021/xx.xx/government-of-canada-extends-contract-for-marine-emergency-towing-vessels-on-the-west-coast.html))
4. Our Services | Atlantic Towing
   · The operator's AHTS identity corroborates the vessels associated with the government's civil emergency-towing program. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))
5. IODP Expedition 302 Proceedings - Deepwater drilling in the Arctic Ocean's permanent sea ice: Expedition 302 experiment
   · The account documents historical scientific platform use under the European Science Operator, supporting a research context with a vessel-qualification limitation. ([publications.iodp.org](https://publications.iodp.org/proceedings/xx.xx/xx.xx/106_5.htm))

6. The World's First Ocean Cleanup System Launched from San Francisco
   · The project concerns ocean-plastic cleanup, but its vessel-participation description does not establish an attributable paid hire or qualifying AHTS configuration.
   ([theoceancleanup.com](https://theoceancleanup.com/press/press-releases/the-worlds-first-ocean-cleanup-system-launched-from-san-francisco/))
7. Farstad Shipping ASA - Contract Award
   · Farstad's December xx.xx 2016 disclosure records an aquaculture award combining project management, complete mooring installation, and hook-up using AHTS vessels. Execution was scheduled rather than confirmed in the announcement.
   ([news.cision.com](https://news.cision.com/farstad-shipping-asa/r/farstad-shipping-asa---contract-award%2Cc2136223))
   · Taxonomy evidence: The transaction demonstrates that qualifying AHTS demand can originate outside petroleum, supporting an ultimate-industry axis rather than an oil-and-gas-only boundary.
8. Dynamic Positioning: A position of power
   · The Normand Drott installation case includes its captain's accounts of past Hywind and cruise-vessel anchoring work. These are vessel-specific testimonials, not current sector-wide awards or port-construction evidence.
   ([kongsbergmaritime.com](https://www.kongsbergmaritime.com/feature_articles/2026/xx.xx/a-position-of-power/))
9. Lloyd Todd - OMSAT announcement of Era Maritim charter for telecommunications PLGR projects
   · Lloyd Todd's OMSAT announcement identifies Era Maritim as a DP1 AHTS chartered for telecommunications cable-route preparation. It does not document completed execution or independently confirm class records.
   ([linkedin.com](https://www.linkedin.com/posts/lloyd-todd-08704b8_offshore-maritime-subsea-advanced-technologies-activity-xx.xx-dgrt))
10. OMSAT - Company profile
    · OMSAT's company profile lists Lloyd Todd among its personnel and identifies cable services and vessel chartering, corroborating affiliation for the announcement without proving charter completion.
    ([linkedin.com](https://www.linkedin.com/company/omsat))
11. Debmarine Namibia - EO428 AHTS Charter Services Tender Announcement
    · Debmarine Namibia's own EO428 announcement requests AHTS charter services. It establishes buyer procurement interest, not an awarded or completed service.
    ([linkedin.com](https://www.linkedin.com/posts/debmarine-namibia_tenderopportunity-debmarine-namibia-activity-xx.xx-MKx_))
12. Breakwater Group: Anchoring Namibia's Offshore Support Services
    · Breakwater describes its Debmarine Namibia contract and offshore support functions. The undated account does not establish a dated award or complete vessel-task attribution.
    ([breakwatergroup.com.na](https://breakwatergroup.com.na/news/breakwater-group-anchoring-namibias-offshore-support-services))
13. Breakwater Offshore Services: Namibia's Flagship in the Offshore Economy
    · Breakwater identifies Atlantic Ranger as a DP2 AHTS and describes its relationship with Debmarine Namibia. The disclosure does not specify every assignment.
    ([breakwatergroup.com.na](https://breakwatergroup.com.na/news/breakwater-offshore-services-namibias-flagship-in-the-offshore-economy))
14. MS SPECIAL TIME CHARTER; ANCHOR HANDLING TUG SUPPLY (AHTS) VESSEL FOR UNDER WATER SOUND TESTING
    · Military Sealift Command is the issuing defense buyer for the AHTS-specific requirement; the notice does not establish an award.
    ([sam.gov](https://sam.gov/workspace/contract/opp/228af19d0b12f6f37789035e1513aed1/view))

12.1. Oil & Gas

Table 79. Global Anchor Handling Towing Supply Vessel Market Size, by Oil & Gas, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 80. Global Anchor Handling Towing Supply Vessel Market Size, by Oil & Gas, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 81. Global Anchor Handling Towing Supply Vessel Market Size, by Oil & Gas, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   - Taxonomy evidence: The procurement is issued for AHTS support of petroleum drilling activity.
2. Akastor ASA: DDW Offshore AS Signs Contract for Skandi Atlantic
   - Taxonomy evidence: The disclosed AHTS employment supports decommissioning work at the Laminaria Corallina petroleum fields.
3. Kistefos - Annual Report 2014
   - Taxonomy evidence: The report identifies petroleum companies as customers for offshore AHTS and ice-management employment. These are historical operating facts, not a current fleet or demand estimate.

12.2. Offshore Renewable Energy

Table 82. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore Renewable Energy, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 83. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore Renewable Energy, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 84. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore Renewable Energy, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Kongsberg Maritime - Dynamic Positioning: Powering Safer, Greener Offshore Operations

   · Taxonomy evidence: The vessel captain reports past floating-wind installation work at Hywind in 2017. This supports a historical renewable application but does not quantify current sector demand.

12.3. Electric Power Transmission

Table 85. Global Anchor Handling Towing Supply Vessel Market Size, by Electric Power Transmission, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 86. Global Anchor Handling Towing Supply Vessel Market Size, by Electric Power Transmission, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 87. Global Anchor Handling Towing Supply Vessel Market Size, by Electric Power Transmission, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Asso Group - Client Project References and Recommendation Letters
   - Taxonomy evidence: The references document AHTS Artemis employment in HVDC submarine power-cable installations, establishing electricity-transmission project use.
   - Taxonomy evidence: Fiber described alongside power cables does not independently establish a dedicated telecommunications employment allocation.

12.4. Maritime Safety & Environmental Protection

Table 88. Global Anchor Handling Towing Supply Vessel Market Size, by Maritime Safety & Environmental Protection, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 89. Global Anchor Handling Towing Supply Vessel Market Size, by Maritime Safety & Environmental Protection, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 90. Global Anchor Handling Towing Supply Vessel Market Size, by Maritime Safety & Environmental Protection, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Atlantic Towing - Our Services

   · Taxonomy evidence: The identified AHTS contract serves the Coast Guard emergency-towing program, corroborating public maritime-protection demand rather than petroleum-only employment. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))

2. Government of Canada Extends Contract for Marine Emergency Towing Vessels on the West Coast

   · Taxonomy evidence: The leases serve general protection of mariners and the marine environment, rather than a particular commercial offshore project. ([canada.ca](https://www.canada.ca/en/canadian-coast-guard/news/2021/xx.xx/government-of-canada-extends-contract-for-marine-emergency-towing-vessels-on-the-west-coast.html))

   · Taxonomy evidence: The lease serves a general program protecting mariners and the marine environment rather than a particular petroleum or infrastructure project.

3. The Ocean Cleanup - The World's First Ocean Cleanup System Launched from San Francisco

   · Taxonomy evidence: The program's principal purpose is ocean-plastic removal, with performance-data collection described as secondary.

12.5. Shipping & Port Infrastructure

Table 91. Global Anchor Handling Towing Supply Vessel Market Size, by Shipping & Port Infrastructure, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 92. Global Anchor Handling Towing Supply Vessel Market Size, by Shipping & Port Infrastructure, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 93. Global Anchor Handling Towing Supply Vessel Market Size, by Shipping & Port Infrastructure, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Kongsberg Maritime - Dynamic Positioning: Powering Safer, Greener Offshore Operations
   - Taxonomy evidence: The captain reports cruise-vessel anchoring work by the AHTS. The case supports the shipping-use portion of the category but does not establish port-construction contracts.

12.6. Offshore Mining

Table 94. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore Mining, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 95. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore Mining, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 96. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore Mining, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Debmarine Namibia - EO428 AHTS Charter Services Tender Announcement

   · Taxonomy evidence: Debmarine Namibia's own procurement announcement identifies EO428 as an anchor-handling tug supply vessel charter-services tender. It is direct buyer-issued AHTS demand, not proof of a completed award.

2. Breakwater Group: Anchoring Namibia's Offshore Support Services

   · Taxonomy evidence: The operator's own account describes its Debmarine Namibia contract and identifies offshore diamond mining as an established part of its service activity.

   · Taxonomy evidence: The page is undated and is not treated as a dated October 2026 contract-retention record.

12.7. Telecommunications

Table 97. Global Anchor Handling Towing Supply Vessel Market Size, by Telecommunications, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 98. Global Anchor Handling Towing Supply Vessel Market Size, by Telecommunications, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 99. Global Anchor Handling Towing Supply Vessel Market Size, by Telecommunications, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Lloyd Todd's Post - OMSAT Charter of Era Maritim (DP1 AHTS) for Telecommunications PLGR Projects

   · Taxonomy evidence: An OMSAT-affiliated representative announces chartering Era Maritim, described as a DP1 AHTS, for pre-lay grapnel-run projects serving telecommunications customers. This is dedicated telecom project support, not incidental fiber in a power-cable project; independent dating, class records, and completion remain absent. ([linkedin.com](https://www.linkedin.com/posts/lloyd-todd-08704b8_offshore-maritime-subsea-advanced-technologies-activity-xx.xx-dgrt))

12.8. Aquaculture

Table 100. Global Anchor Handling Towing Supply Vessel Market Size, by Aquaculture, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 101. Global Anchor Handling Towing Supply Vessel Market Size, by Aquaculture, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 102. Global Anchor Handling Towing Supply Vessel Market Size, by Aquaculture, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Farstad Shipping ASA - Contract Award, December 2, 2016
   - Taxonomy evidence: The awarded offshore-fish-farm project establishes an AHTS aquaculture application distinct from petroleum support. Scheduled execution is distinguished from confirmed completion.

12.9. Defense & Security

Table 103. Global Anchor Handling Towing Supply Vessel Market Size, by Defense & Security, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 104. Global Anchor Handling Towing Supply Vessel Market Size, by Defense & Security, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 105. Global Anchor Handling Towing Supply Vessel Market Size, by Defense & Security, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Military Sealift Command - N32205-MS-PM4-18-017: AHTS Vessel for Under Water Sound Testing
   - Taxonomy evidence: Military Sealift Command issues the AHTS-specific requirement, establishing historical defense-sector procurement interest without proving a completed charter.

12.10. Marine Science & Research

Table 106. Global Anchor Handling Towing Supply Vessel Market Size, by Marine Science & Research, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 107. Global Anchor Handling Towing Supply Vessel Market Size, by Marine Science & Research, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 108. Global Anchor Handling Towing Supply Vessel Market Size, by Marine Science & Research, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. IODP Expedition 302 Proceedings - Deepwater Drilling in the Arctic Ocean's Permanent Sea Ice
   - Taxonomy evidence: Expedition xx.xx is an independent ocean-science program, providing a historical scientific-use example subject to qualifying-hull confirmation.

13. Anchor Handling Towing Supply Vessel Market, by Contracting Buyer

AHTS suppliers should distinguish the asset purchaser, operating charterer, and project customer before selecting an account strategy. ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ Sellers should establish which party controls specification, acceptance, and subsequent employment rather than treating these buyers as interchangeable.

Asset Owners & Project Operators can procure capacity directly, as illustrated by Saka Indonesia Pangkah's April 2024 AHTS-services prequalification. ▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ An introduction to the ultimate project owner does not establish access to a contractor-controlled purchase.

Public Maritime Authorities procure against public-service requirements rather than ownership of a production asset. Canada's November 2021 extension of emergency-towing vessel leases demonstrates procurement supporting response coverage. ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪

Research & Environmental Project Sponsors require separate attention to funding and contracting authority. For the 2004 Arctic Coring Expedition, the British Geological Survey directly managed contracts for the supply/anchor-handling icebreaker Vidar Viking. ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪

Figure 23. Global Anchor Handling Towing Supply Vessel Market, by Contracting Buyer: Market share evolution, 2025-2032

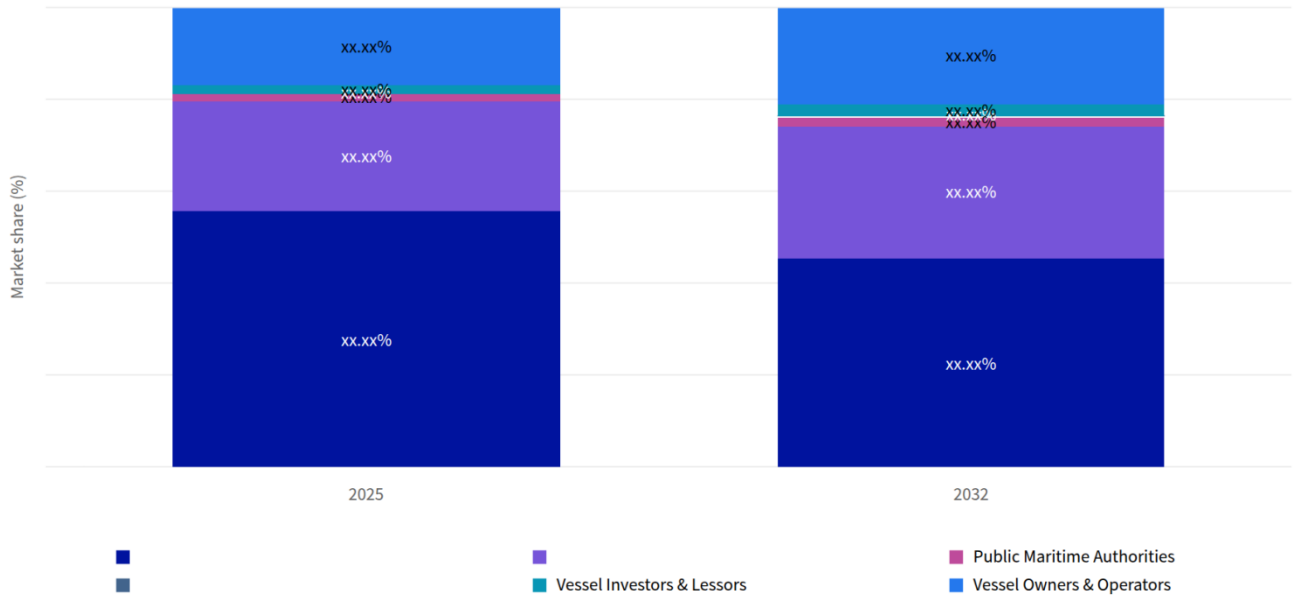

Figure 24. Global Anchor Handling Towing Supply Vessel Market, by Contracting Buyer: Market size by category, 2025

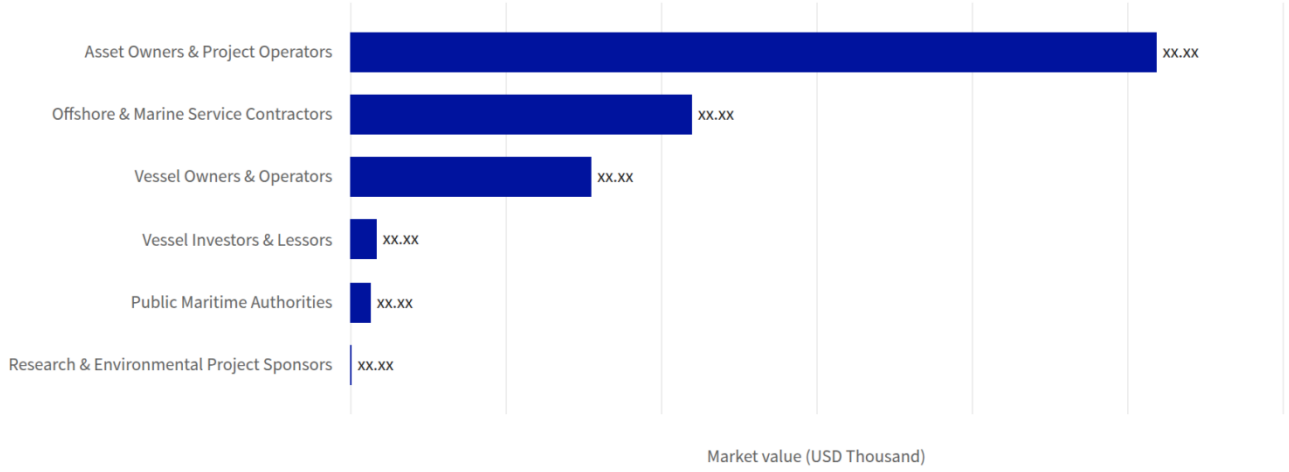

Figure 25. Global Anchor Handling Towing Supply Vessel Market, by Contracting Buyer: Market size and growth, 2025-2032

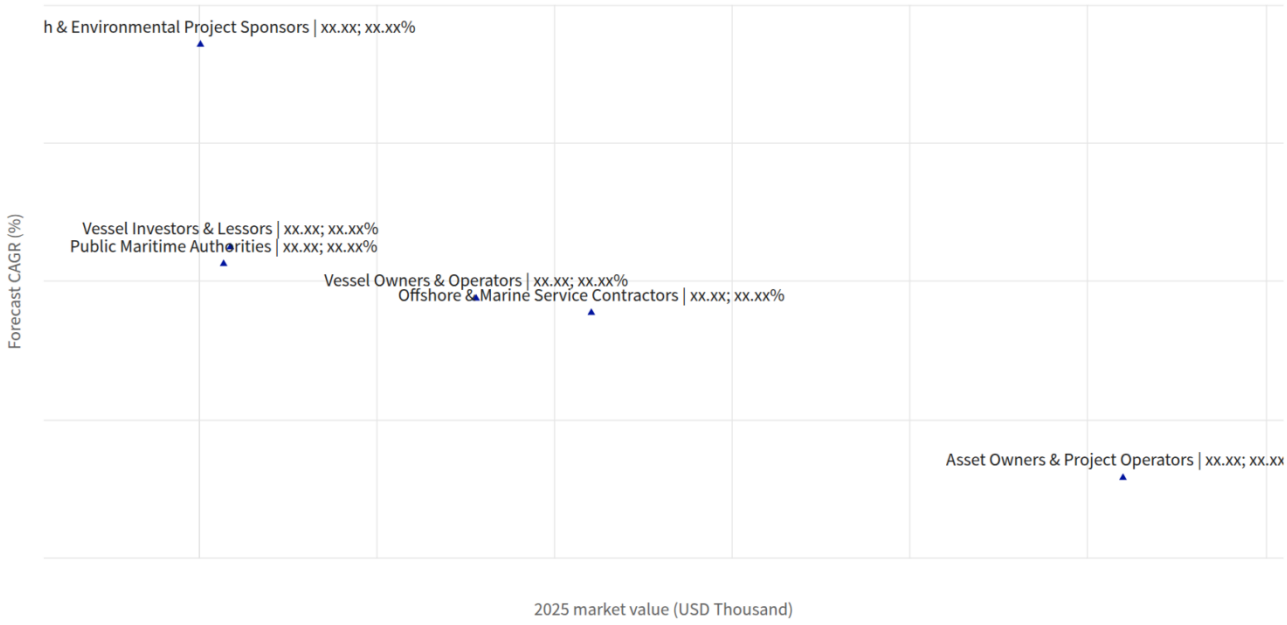

Table 109. Global Anchor Handling Towing Supply Vessel Market, by Contracting Buyer growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 110. Global Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   - Saka Indonesia Pangkah issued an April 2024 prequalification invitation for AHTS vessel services, establishing project-operator procurement.
2. Government of Canada extends contract for marine emergency towing vessels on the West Coast
   - Canada's November xx.xx 2021 announcement extended leases for Atlantic Eagle and Atlantic Raven to support emergency-towing response coverage.
3. Our Services | Atlantic Towing
   - Atlantic Towing identifies Atlantic Eagle and Atlantic Raven as anchor handling tug supply vessels employed by the Canadian Coast Guard.
4. IODP Expedition 302 Proceedings - Deepwater drilling in the Arctic Ocean's permanent sea ice: Expedition 302 experiment
   - The proceedings state that BGS directly managed Vidar Viking provision contracts and describe the vessel as a supply/anchor-handling icebreaker for the 2004 expedition.
5. The World's First Ocean Cleanup System Launched from San Francisco
   - The September xx.xx 2018 release identifies The Ocean Cleanup as the nonprofit project organization and describes Maersk Launcher as made available by its owner and existing charter holder, without identifying the nonprofit's hire liability.
6. Aker ASA - Annual Report 2013
   - The accounts document Ocean Yield's 2013 acquisition of AHTS newbuilds and their bareboat placement with Farstad Supply, establishing separate investment-owner and operating-charter roles.
   - Taxonomy evidence: The annual accounts describe Ocean Yield acquiring AHTS newbuilds and placing them on bareboat charters to Farstad Supply, establishing distinct asset-investment and operating-charter roles.
7. Akastor ASA: DDW Offshore awarded contract extension
   - The January xx.xx 2024 disclosure identifies Petrofac as awarding DDW Offshore an AHTS contract extension.

13.1. Asset Owners & Project Operators

Table 111. Global Anchor Handling Towing Supply Vessel Market Size, by Asset Owners & Project Operators, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 112. Global Anchor Handling Towing Supply Vessel Market Size, by Asset Owners & Project Operators, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 113. Global Anchor Handling Towing Supply Vessel Market Size, by Asset Owners & Project Operators, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   · Taxonomy evidence: Saka Indonesia Pangkah Limited directly issues the vessel-services requirement, demonstrating a project operator's purchasing role.
2. Farstad Shipping ASA - Contract Award, December 2, 2016
   · Taxonomy evidence: Ocean Farming AS, identified as part of the SalMar Group, awards the mooring-and-hook-up contract, demonstrating procurement by the aquaculture project organization.
3. Debmarine Namibia - EO428 AHTS Charter Services Tender Announcement
   · Taxonomy evidence: The project organization publicly solicits AHTS charter services, supporting the resource-project procurement role.

13.2. Offshore & Marine Service Contractors

Table 114. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore & Marine Service Contractors, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 115. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore & Marine Service Contractors, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 116. Global Anchor Handling Towing Supply Vessel Market Size, by Offshore & Marine Service Contractors, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Lloyd Todd's Post - OMSAT Charter of Era Maritim (DP1 AHTS) for Telecommunications PLGR Projects
   · Taxonomy evidence: OMSAT states that it charters the vessel for its telecommunications customers, supporting contractor-principal procurement rather than ultimate-network-owner procurement. Contract terms remain undisclosed. ([linkedin.com](https://www.linkedin.com/posts/lloyd-todd-08704b8_offshore-maritime-subsea-advanced-technologies-activity-xx.xx-dgrt))
2. Akastor ASA: DDW Offshore AS Signs Contract for Skandi Atlantic
   · Taxonomy evidence: Petrofac is named as the party awarding the AHTS contract, establishing contractor-principal procurement distinct from the ultimate petroleum-field industry.

13.3. Vessel Owners & Operators

Table 117. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel Owners & Operators, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 118. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel Owners & Operators, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 119. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel Owners & Operators, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. BOURBON Strengthens Its Fleet: 13 New Vessels Worth Over $180 Million, With 10 Vessels Already Under Contract

   · Taxonomy evidence: The acquisition is explicitly for integration into an operated offshore fleet, supporting the operating-fleet purchaser role.
   ([bourbonoffshore.com](https://www.bourbonoffshore.com/en/bourbon-strengthens-fleet-xx.xx-new-vessels))

2. Aker ASA - Annual Report 2013

   · Taxonomy evidence: Farstad Supply is the bareboat charter counterparty for the AHTS vessels, demonstrating operating-fleet procurement rather than ultimate field-owner procurement.

13.4. Vessel Investors & Lessors

Table 120. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel Investors & Lessors, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 121. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel Investors & Lessors, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 122. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel Investors & Lessors, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Aker ASA - Annual Report 2013

   · Taxonomy evidence: Ocean Yield's acquisition of the AHTS vessels for subsequent bareboat leasing establishes a direct vessel-investor/lessor purchasing role. Financing charges are not additional AHTS service revenue.

13.5. Public Maritime Authorities

Table 123. Global Anchor Handling Towing Supply Vessel Market Size, by Public Maritime Authorities, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 124. Global Anchor Handling Towing Supply Vessel Market Size, by Public Maritime Authorities, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 125. Global Anchor Handling Towing Supply Vessel Market Size, by Public Maritime Authorities, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Atlantic Towing - Our Services

   · Taxonomy evidence: The Coast Guard is identified as the contracting public authority for qualifying AHTS capacity. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))

2. Government of Canada Extends Contract for Marine Emergency Towing Vessels on the West Coast

   · Taxonomy evidence: The Government of Canada awards and extends the vessel leases, establishing the direct public-procurement role. ([canada.ca](https://www.canada.ca/en/canadian-coast-guard/news/2021/xx.xx/government-of-canada-extends-contract-for-marine-emergency-towing-vessels-on-the-west-coast.html))

   · Taxonomy evidence: The Canadian government is the direct procuring authority for the leased emergency-towing services. This supports the public-mandate buyer role, conditional on independent qualifying-vessel classification.

3. Military Sealift Command - N32205-MS-PM4-18-017: AHTS Vessel for Under Water Sound Testing

   · Taxonomy evidence: Military Sealift Command acts as the proposed direct chartering principal for a public military program.

13.6. Research & Environmental Project Sponsors

Table 126. Global Anchor Handling Towing Supply Vessel Market Size, by Research & Environmental Project Sponsors, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 127. Global Anchor Handling Towing Supply Vessel Market Size, by Research & Environmental Project Sponsors, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 128. Global Anchor Handling Towing Supply Vessel Market Size, by Research & Environmental Project Sponsors, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. IODP Expedition 302 Proceedings - Deepwater Drilling in the Arctic Ocean's Permanent Sea Ice
   - Taxonomy evidence: The British Geological Survey directly managed contracts for provision of Vidar Viking, establishing a scientific institution's project-sponsor procurement role.
2. The Ocean Cleanup - The World's First Ocean Cleanup System Launched from San Francisco
   - Taxonomy evidence: The Ocean Cleanup is identified as the nonprofit project organization; the vessel was made available through its owner and current charter holder.
   - Taxonomy evidence: This establishes environmental sponsorship but not that the nonprofit was the paying principal for an AHTS hire.

14. Anchor Handling Towing Supply Vessel Market, by Charter Delivery Model

[illegible] This route warrants consideration by an operator able to discharge those obligations; it is not equivalent access for a project buyer lacking vessel-management capability. Greater operational control comes with greater retained responsibility.

[illegible] Buyers should therefore identify the personnel, specialist equipment, and project-management functions still outside the purchased package. A crewed hull can be appropriate where the buyer retains task coordination, but insufficient where it expects an accountable, fully integrated result.

Vessel-service Contract addresses an agreed maritime service rather than vessel availability alone. [illegible] Integration can reduce buyer coordination while expanding supplier delivery obligations; where those obligations cannot be established, a crewed charter with separately governed specialist services offers a clearer alternative.

Figure 26. Global Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2025 vs 2032 (%)

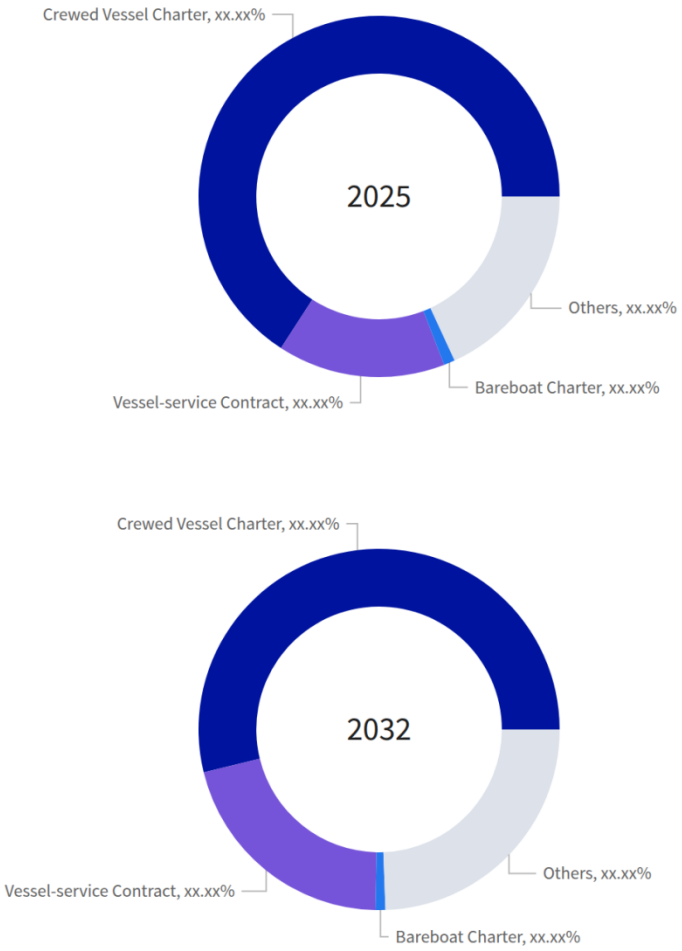

Figure 27. Global Anchor Handling Towing Supply Vessel Market, by Charter Delivery Model: Market size by category, 2025

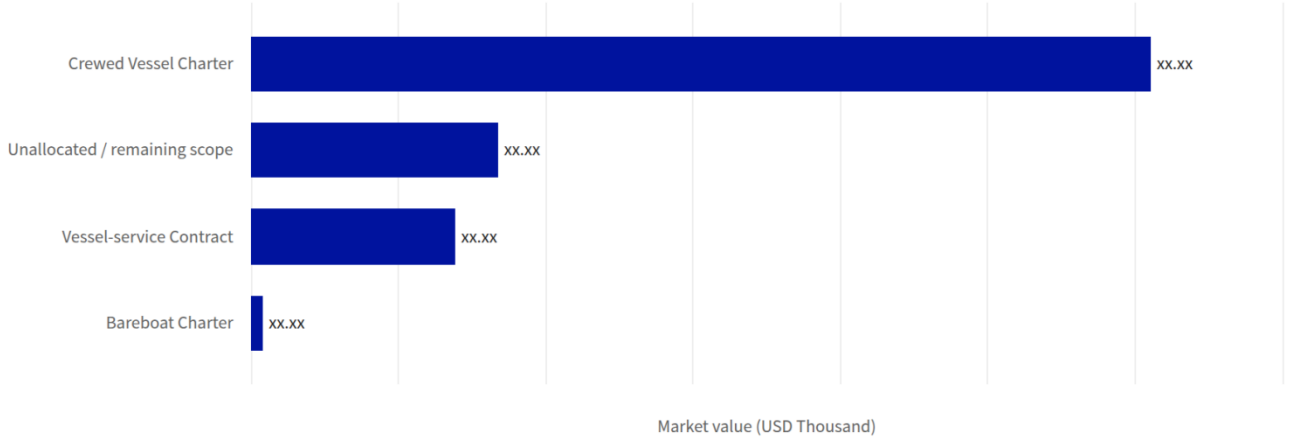

Figure 28. Global Anchor Handling Towing Supply Vessel Market, by Charter Delivery Model: Market size and growth, 2025-2032

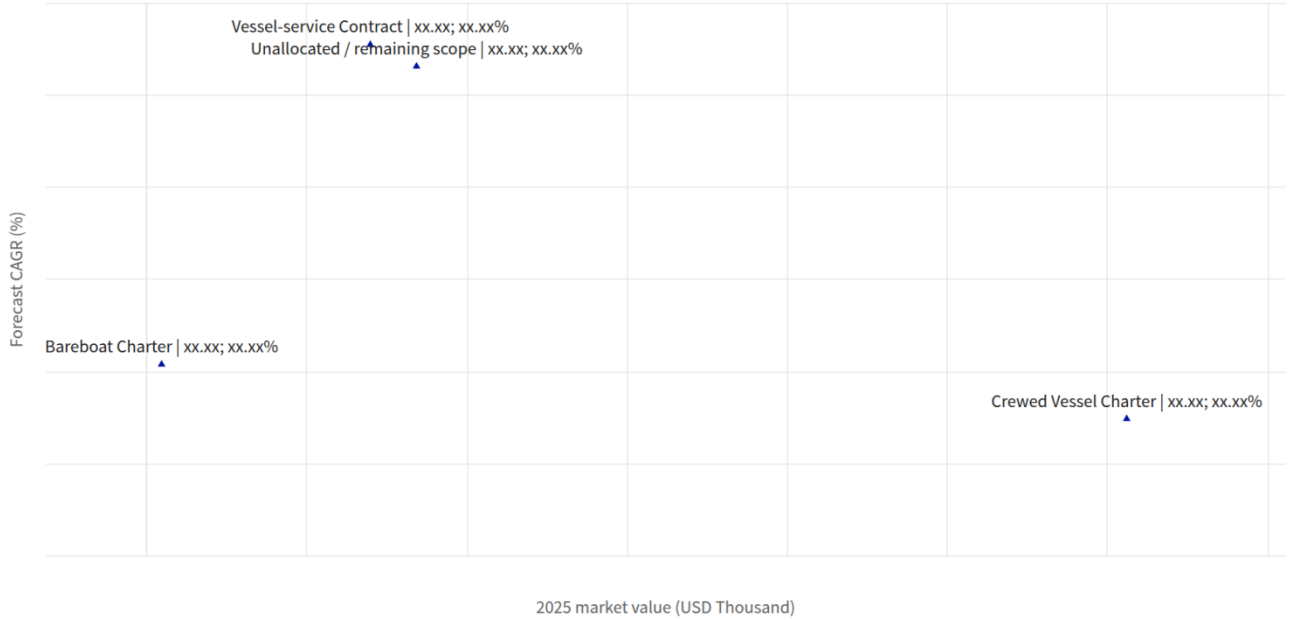

Table 129. Global Anchor Handling Towing Supply Vessel Market, by Charter Delivery Model growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unallocated / remaining scope	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 130. Global Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. BARECON 2017
   - BARECON transfers possession, control, and legal and financial responsibility to the charterer, which generally bears crewing, maintenance, insurance, and other operating expenses.
   - Taxonomy evidence: BARECON distinguishes a vessel lease transferring possession and operational responsibility from provider-operated vessel capacity. It establishes a responsibility model rather than a duration category. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
   - Taxonomy evidence: BARECON defines a vessel lease transferring possession and control to the charterer, distinct from provision of an operated vessel. This establishes a contractual responsibility model rather than a charter-duration segment. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))
2. SUPPLYTIME 2017 Special Tasks Annexes
   - BIMCO's optional annexes address additional services and employment-specific crew qualifications, warn of conflicting provisions, and require project adaptation.
3. Marine Services
   - Boskalis describes AHTS-linked positioning services and integrated floating-facility installation offerings; these establish service roles, not an AHTS-only allocation of complete project scope.
4. BIMCO SUPPLYTIME 2017: Sample Copy
   - The model charter provides for owner-supplied crew and maintenance while separately addressing charterer obligations and additional equipment.

5. BIMCO - TOWCON 2021
   - TOWCON is an ocean-towage agreement and is not intended for port towing; the form establishes a maritime-service contract category, not qualifying AHTS hull identity.
   - Taxonomy evidence: TOWCON describes a lump-sum ocean-towage agreement, demonstrating a maritime service-contract form alongside vessel time charter and bareboat lease forms. It is not a port-towing contract. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/towcon-2021/))
6. Tidewater Inc. - Form 10-K for the Year Ended December 31, 2025
   - Taxonomy evidence: Vessel-and-crew provision establishes an operated-capacity responsibility model. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Note xx.xx describes the company's charter revenue as vessel-and-crew services paid by service day. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
7. SUPPLYTIME 2017
   - Taxonomy evidence: SUPPLYTIME is a standard time-charter agreement specifically for offshore support vessels, supporting operated-capacity contracting as distinct from bareboat leasing. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017/))
8. Oil India Limited - Amendment 3 to Tender CEG2290P23
   - Taxonomy evidence: The procurement amendment requires the bidder to mobilize a drilling unit, marine vessels, associated services, and crew, establishing a combined contractor-provided support package. ([oil-india.com](https://www.oil-india.com/files/oldtender/global/AME3_CEG2290P23.pdf))

14.1. Crewed Vessel Charter

Table 131. Global Anchor Handling Towing Supply Vessel Market Size, by Crewed Vessel Charter, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 132. Global Anchor Handling Towing Supply Vessel Market Size, by Crewed Vessel Charter, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 133. Global Anchor Handling Towing Supply Vessel Market Size, by Crewed Vessel Charter, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Tidewater Inc. - Form 10-K for the Year Ended December 31, 2025

   · Taxonomy evidence: Mobilization fees remain charter components, not separate performance obligations. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))

   · Taxonomy evidence: Its reported charter service supplies vessel and crew; mobilization payments remain components of the charter. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))

2. SUPPLYTIME 2017

   · Taxonomy evidence: The offshore-support time-charter form provides a contractual basis for crewed vessel capacity; it does not establish whether an individual fixture is spot or term solely from its form name. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/supplytime-2017/))

14.2. Vessel-service Contract

Table 134. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel-service Contract, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 135. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel-service Contract, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 136. Global Anchor Handling Towing Supply Vessel Market Size, by Vessel-service Contract, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. BIMCO - TOWCON 2021

   · Taxonomy evidence: The agreement purchases defined ocean-towage services. Its application to this category is limited to a qualifying AHTS provider's attributable vessel-based scope; the form alone does not establish an AHTS hull or project revenue allocation.
   ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/towcon-2021/))

2. Oil India Limited - Amendment 3 to Tender CEG2290P23

   · Taxonomy evidence: The package's marine scope explicitly includes AHTS vessels alongside offshore supply vessels. This demonstrates AHTS participation in integrated support procurement, not a disclosed AHTS-only project-value allocation.
   ([oil-india.com](https://www.oil-india.com/files/oldtender/global/AME3_CEG2290P23.pdf))

14.3. Bareboat Charter

Table 137. Global Anchor Handling Towing Supply Vessel Market Size, by Bareboat Charter, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 138. Global Anchor Handling Towing Supply Vessel Market Size, by Bareboat Charter, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 139. Global Anchor Handling Towing Supply Vessel Market Size, by Bareboat Charter, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. BIMCO - BARECON 2017

   · Taxonomy evidence: The charterer assumes control and generally pays crewing and operating expenses, supporting the uncrewed-vessel allocation. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))

   · Taxonomy evidence: Under the described bareboat model, the charterer generally bears crew, fuel, maintenance, and insurance expenses. These responsibilities support the vessel-without-provider-crew category. ([bimco.org](https://www.bimco.org/contractual-affairs/bimco-contracts/contracts/barecon-2017/))

15. Anchor Handling Towing Supply Vessel Market, by Charter Commitment

Charter Commitment should distinguish the obligation purchased, not rely on duration alone. ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■ ■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ ■ ■■■ ■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■ ■■■■■ ■■■■■ ■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■ ■ ■■■■■■■■■■■■■ ■■■■■ ■■■■■ ■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ Buyers and owners should establish whether release follows task completion, an agreed period, or another contractual trigger before assigning the commitment category.

Term Hire supports continuity only within its agreed delivery, maintenance, substitution, and termination provisions. ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■ Owners should separate firm employment from unexercised options, and charterers should establish substitution approval and maintenance arrangements before relying on continuous coverage.

■■■■■ ■■■ ■■■■■ ■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■ ■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■■■■ ■■■ ■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■ ■■ ■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■■■■ Where call-off rights are included, the buyer should verify whether they reserve capacity or merely permit a later request. Changes in project timing, option exercise, survey scheduling, or the accepted replacement vessel are triggers to reassess the commitment rather than infer protection from the agreement's label.

Figure 29. Global Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2025 vs 2032 (%)

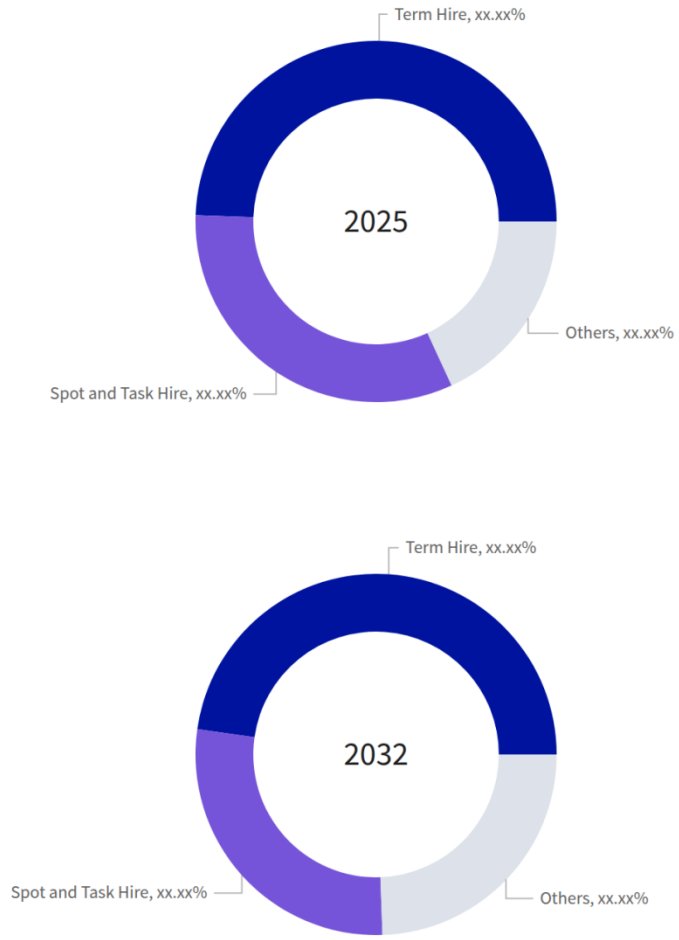

Figure 30. Global Anchor Handling Towing Supply Vessel Market, by Charter Commitment: Market size by category, 2025

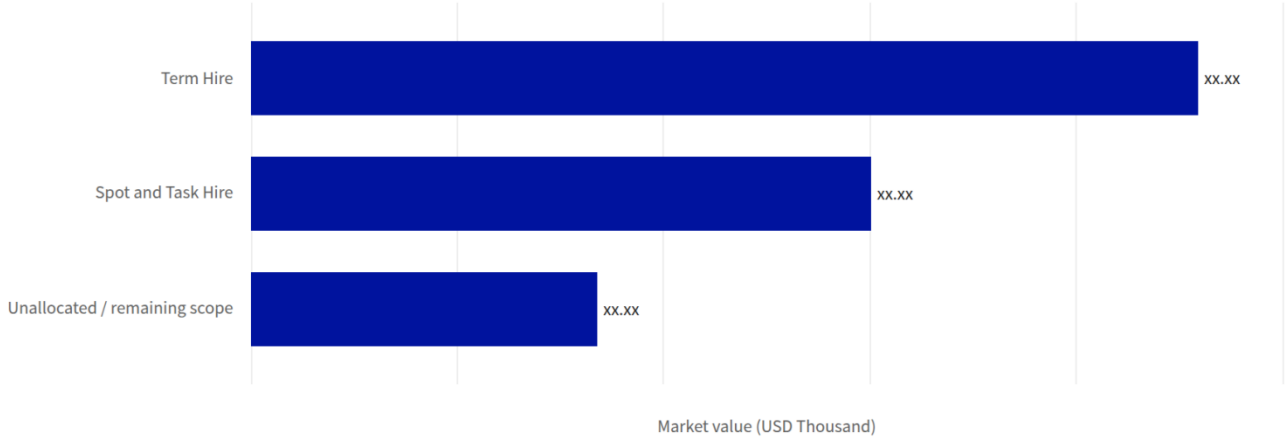

Figure 31. Global Anchor Handling Towing Supply Vessel Market, by Charter Commitment: Market size and growth, 2025-2032

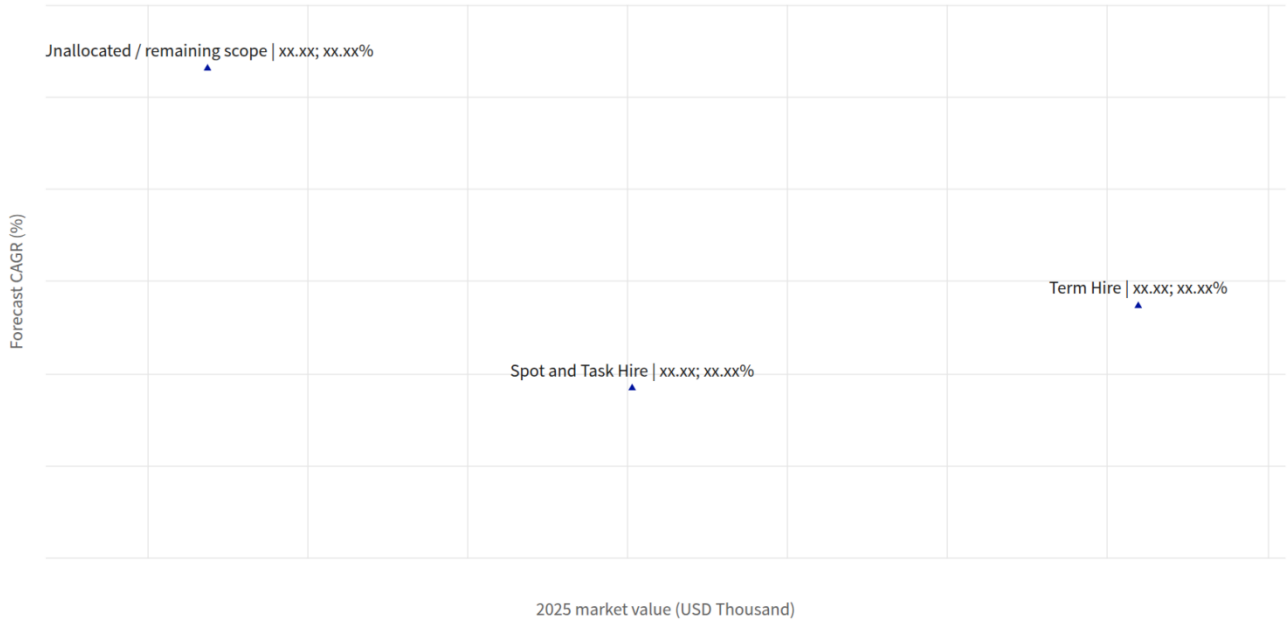

Table 140. Global Anchor Handling Towing Supply Vessel Market, by Charter Commitment growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unallocated / remaining scope	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 141. Global Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   - Tidewater describes spot charters lasting one day to several months and term charters lasting a few months to several years; the reported ranges overlap.
   - Taxonomy evidence: Published spot and term duration ranges overlap; duration alone cannot create exclusive categories. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its reported term charters last a few months to several years, while spot charters last one day to several months. Those published duration ranges overlap. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
2. BIMCO SUPPLYTIME 2017: Sample Copy
   - The model separately addresses the charter period, optional extension, bounded completion extension, maintenance scheduling, termination, and charterer approval of substitution.
3. Akastor ASA: DDW Offshore awarded contract extension
   - The extension provided for Skandi Emerald to replace Skandi Atlantic before the latter's class-renewal survey, supporting continuity through an agreed vessel change.

15.1. Term Hire

Table 142. Global Anchor Handling Towing Supply Vessel Market Size, by Term Hire, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 143. Global Anchor Handling Towing Supply Vessel Market Size, by Term Hire, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 144. Global Anchor Handling Towing Supply Vessel Market Size, by Term Hire, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Tidewater Inc. - Form 10-K for the Year Ended December 31, 2025
   - Taxonomy evidence: Term employment generally uses fixed daily hire, sometimes with escalation provisions. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its term employment generally uses a fixed daily hire rate, with escalation provisions in some longer agreements. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
2. Atlantic Towing - Our Services
   - Taxonomy evidence: The operator describes the identified AHTS employment as a long-term contract, supporting continuing-capacity commitment rather than a discrete spot job. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))
3. Government of Canada Extends Contract for Marine Emergency Towing Vessels on the West Coast
   - Taxonomy evidence: A continuing lease and its one-year extension establish historical firm-period employment, not evidence of perpetual current availability. ([canada.ca](https://www.canada.ca/en/canadian-coast-guard/news/2021/xx.xx/government-of-canada-extends-contract-for-marine-emergency-towing-vessels-on-the-west-coast.html))

15.2. Spot and Task Hire

Table 145. Global Anchor Handling Towing Supply Vessel Market Size, by Spot and Task Hire, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 146. Global Anchor Handling Towing Supply Vessel Market Size, by Spot and Task Hire, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 147. Global Anchor Handling Towing Supply Vessel Market Size, by Spot and Task Hire, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Tidewater Inc. - Form 10-K for the Year Ended December 31, 2025

   • Taxonomy evidence: Spot time charters range from one day to several months. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))

   • Taxonomy evidence: The filing identifies spot time-charter employment lasting one day to several months. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))

16. Anchor Handling Towing Supply Vessel Market, by Contracting Channel

Direct Contracting is an accessible route where the principal can manage counterparty selection and commercial negotiation, but it does not bypass qualification. ■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■ ■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■ ■■ ■■■■■ ■■■■■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■ ■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■ ■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■ ■■■■■■ ■■■■■■■■■■■■■■■ A published invitation demonstrates the route, not an unrestricted purchase opportunity or the intermediary status of the eventual contract.

Broker-assisted Contracting supplies transaction intermediation rather than vessel delivery capability. ■■■■■ ■■■■■■■■■■■■■ ■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■ ■■■■ ■■■■ ■■ ■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■ ■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■ ■■■■■■■■■ ■■ ■■■■ ■■■ ■■■■■■■■■ ■ ■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■ A buyer or owner with a counterparty-search or negotiation gap can assess brokerage, while retaining responsibility for technical acceptance and the agreed delivery package.

Before appointment, the principal should define representation, negotiation authority, remuneration, and the broker's relationship with the counterparty. ■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■ Invitations, supplier announcements, and broker listings should not determine fixture classification by themselves: the actual mandate and contracting record establish whether intermediation occurred.

Figure 32. Global Anchor Handling Towing Supply Vessel Market, by Contracting Channel: Market share evolution, 2025-2032

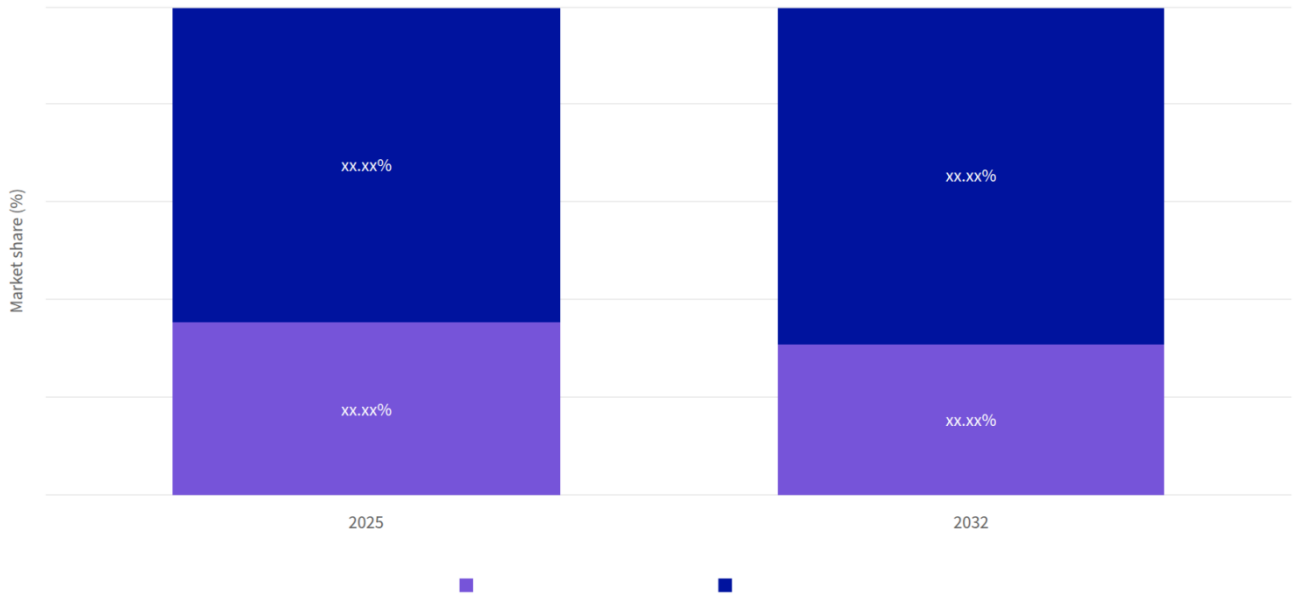

Figure 33. Global Anchor Handling Towing Supply Vessel Market, by Contracting Channel: Market size by category, 2025

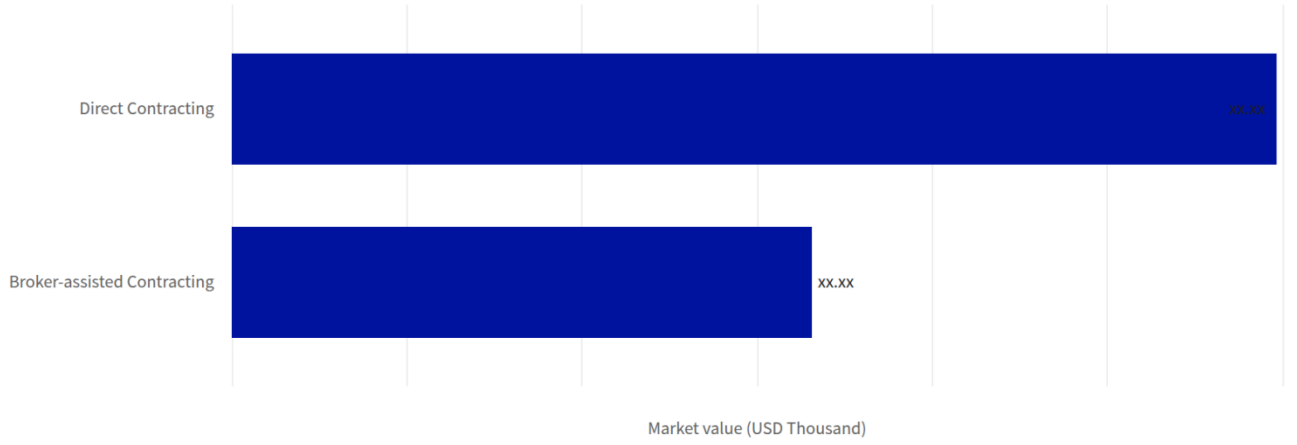

Table 148. Global Anchor Handling Towing Supply Vessel Market, by Contracting Channel growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 149. Global Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. UNECE Recommendation No. 45: Minimum Standards for Ship Agents and Ship Brokers
   · UNECE distinguishes brokers intermediating vessel sale, purchase, or hire from port agents and provides nonmandatory guidance on competence and professional conduct.
2. Saka Indonesia Pangkah Limited - Invitation for Prequalification, BID-24-0103
   · The invitation provides direct registration instructions and requires supplier documentation and eligibility; it does not establish the intermediary status of an eventual fixture.
3. Damen - Anchor Handling Tug Supplier 75
   · The AHTS product page connects vessel trade-in with Damen Trading, its in-house shipbroker, demonstrating an offered route rather than a completed fixture.
4. BIMCO - Commercial: Who's Who?
   · Taxonomy evidence: BIMCO distinguishes a professional intermediary from a chartering principal and states that shipbrokers facilitate chartering and vessel sale-and-purchase transactions. This supports intermediary participation as the channel question. ([bimco.org](https://www.bimco.org/news-insights/shipping-explained/commercial/commercial-whos-who/))
   · Taxonomy evidence: BIMCO distinguishes a shipbroker's intermediary role from a charterer's principal role and states that brokers can facilitate both vessel chartering and vessel sales. This supports intermediary participation as a separate classification question. ([bimco.org](https://www.bimco.org/news-insights/shipping-explained/commercial/commercial-whos-who/))
5. L&T Shipbuilding Limited - Invitation to Bid for Sale of Two 150MT AHTSSV, November 26, 2018
   · Taxonomy evidence: The November xx.xx 2018 AHTS sale invitation provides a direct commercial-offer submission route to the shipbuilder. It establishes an available direct route, not broker-free status for every resulting transaction. ([corpwebstorage.blob.core.windows.net](https://corpwebstorage.blob.core.windows.net/media/xx.xx/ahts-advt.pdf))

16.1. Direct Contracting

Table 150. Global Anchor Handling Towing Supply Vessel Market Size, by Direct Contracting, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 151. Global Anchor Handling Towing Supply Vessel Market Size, by Direct Contracting, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 152. Global Anchor Handling Towing Supply Vessel Market Size, by Direct Contracting, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. L&T Shipbuilding Limited - Invitation to Bid for Sale of Two 150MT AHTSSV, November 26, 2018

   · Taxonomy evidence: Prospective purchasers are instructed to submit vessel acquisition offers directly to the seller's managing director. ([corpwebstorage.blob.core.windows.net](https://corpwebstorage.blob.core.windows.net/media/xx.xx/ahts-advt.pdf))

16.2. Broker-assisted Contracting

Table 153. Global Anchor Handling Towing Supply Vessel Market Size, by Broker-assisted Contracting, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 154. Global Anchor Handling Towing Supply Vessel Market Size, by Broker-assisted Contracting, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 155. Global Anchor Handling Towing Supply Vessel Market Size, by Broker-assisted Contracting, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. BIMCO - Commercial: Who's Who?

   · Taxonomy evidence: A shipbroker connects and negotiates between principals. The role definition supports broker-assisted contracting but does not establish a completed AHTS-specific brokered transaction. ([bimco.org](https://www.bimco.org/news-insights/shipping-explained/commercial/commercial-whos-who/))

   · Taxonomy evidence: A shipbroker connects owners and charterers and assists negotiations; the same commercial role can facilitate ship purchases and sales. The page establishes the maritime role, not an AHTS-specific completed broker-assisted transaction. ([bimco.org](https://www.bimco.org/news-insights/shipping-explained/commercial/commercial-whos-who/))

17. Anchor Handling Towing Supply Vessel Market, by Bollard Pull

Bollard Pull is a towing-capability qualification dimension, not a substitute for propulsion power, winch capacity, or carrying capacity. ■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■■ ■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■ Across Low, Medium, and High Bollard Pull, buyers should compare the documented rating basis and intended service rather than assume that an advertised figure establishes certified continuous capability or offshore mission acceptance.

Low Bollard Pull remains relevant where the required towing force and vessel package are appropriate to the assignment. ■■■■■ ■■■■■■■■■ ■■■ ■■■■ ■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■ ■■ ■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■ ■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■ ■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■ That recommendation concerns a defined emergency-towing requirement, not a global tier boundary.

High Bollard Pull expands the force capability available for demanding assignments, but its commercial value depends on the accepted configuration and work requirement. ■■■■■■■■■■ ■■■■■ ■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■ ■■ ■■■■■ ■■■■ ■■■ ■■■ ■■■■■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■ ■■ ■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ Additional force does not resolve unsuitable positioning, deck equipment, or environmental performance, and changes in the mission or permitted configuration warrant renewed qualification.

Figure 34. Global Anchor Handling Towing Supply Vessel Market, by Bollard Pull: Market share evolution, 2025-2032

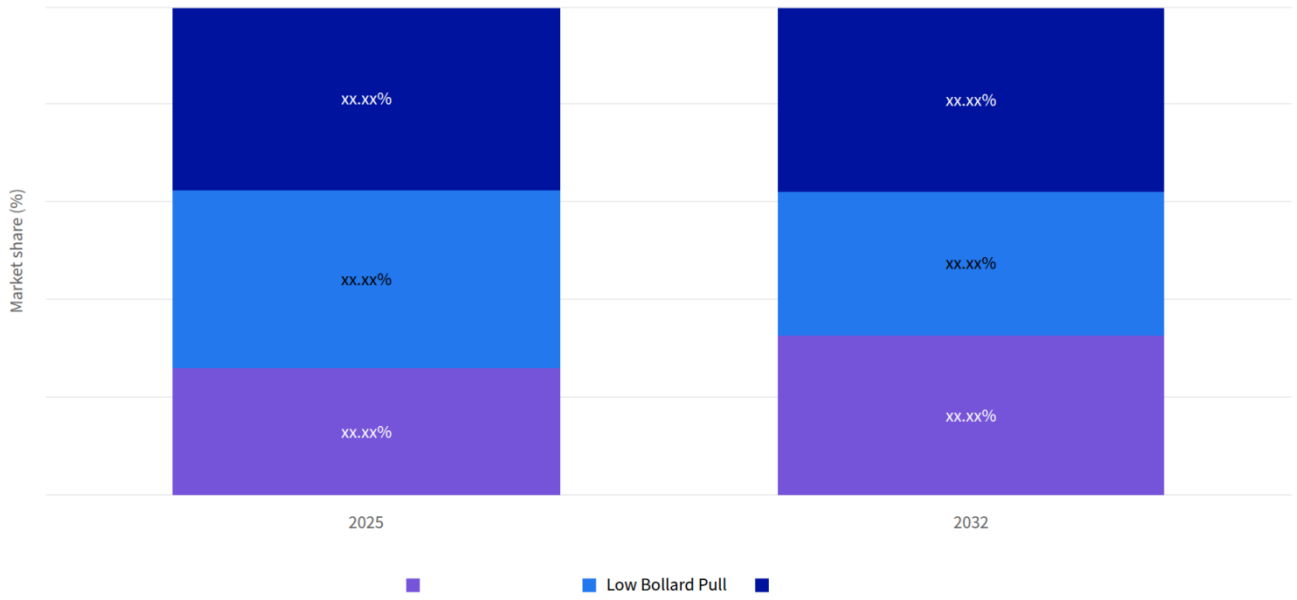

Figure 35. Global Anchor Handling Towing Supply Vessel Market, by Bollard Pull: Market size by category, 2025

Figure 36. Global Anchor Handling Towing Supply Vessel Market, by Bollard Pull: Market size and growth, 2025-2032

Table 156. Global Anchor Handling Towing Supply Vessel Market, by Bollard Pull growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 157. Global Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Damen - Anchor Handling Tug Supplier 75
   - Damen positions AHTS xx.xx for nearshore, smaller-scale, and constrained offshore work and separately presents bollard pull, deadweight, and winch pull.

2. Marine Accident Investigation Branch - Sea Empress Investigation Annexes, Annex C: Tugs and Their Hiring
   · Annex C describes continuous static bollard pull as an indication of towing capability rather than performance in changing operating conditions and explicitly discusses AHTS vessels.
   · Taxonomy evidence: The government investigation's tug-classification annex explains continuous static bollard pull as a towing-capability measurement and distinguishes it from engine power and changing at-sea performance. The annex explicitly discusses AHTS vessels. ([assets.publishing.service.gov.uk](https://assets.publishing.service.gov.uk/media/54c156aded915d1597000026/MAIBReport_SeaEmpress-1996-Annexes.pdf))
3. Assessment of ETV Provision for North and North West Scotland for the Maritime and Coastguard Agency
   · The 2016 assessment recommends an appropriately dimensioned AHTS with approximately xx.xx tonnes of bollard pull for its defined Scottish emergency-towing requirement and separately considers seakeeping, coverage, and outfit.
   · Taxonomy evidence: The government-commissioned assessment evaluates an AHTS emergency-towing vessel using bollard pull while considering additional vessel dimensions separately. ([assets.publishing.service.gov.uk](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/xx.xx/005613_00_-_ETV_Study-LOC_Final_Report-3_Jun_2016.pdf))
4. Bourbon Arctic: first operation of brand new 300 t of bollard pull AHTS vessel
   · The March xx.xx 2016 disclosure reports Bourbon Arctic bollard pull of xx.xx tonnes in boost mode and xx.xx tonnes in diesel-electric mode.
5. Oil India Limited - Amendment 3 to Tender CEG2290P23
   · Taxonomy evidence: The buyer specifies certified AHTS bollard pull of at least xx.xx tonnes, demonstrating towing-force capability as an independent procurement criterion. ([oil-india.com](https://www.oil-india.com/files/oldtender/global/AME3_CEG2290P23.pdf))
6. Damen - Anchor Handling Tug Supplier 120
   · Taxonomy evidence: The AHTS product comparison reports bollard pull separately from deadweight and winch pull, supporting distinct towing-force and carrying-capacity measurements. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))

17.1. Medium Bollard Pull

Table 158. Global Anchor Handling Towing Supply Vessel Market Size, by Medium Bollard Pull, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 159. Global Anchor Handling Towing Supply Vessel Market Size, by Medium Bollard Pull, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 160. Global Anchor Handling Towing Supply Vessel Market Size, by Medium Bollard Pull, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Oil India Limited - Amendment 3 to Tender CEG2290P23

   · Taxonomy evidence: The xx.xx-tonne minimum lies within the analytical medium-pull interval. It is a procurement minimum, not the actual rating of a selected hull or a universal segment boundary. ([oil-india.com](https://www.oil-india.com/files/oldtender/global/AME3_CEG2290P23.pdf))

2. Maritime and Coastguard Agency - Assessment of ETV Provision for North and North West Scotland
   · Taxonomy evidence: The assessment recommends an AHTS with approximately xx.xx-tonne bollard pull for its specified emergency-towing demand. This supports commercial demand within the analytical medium range, not a Global requirement.
   ([assets.publishing.service.gov.uk](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/xx.xx/005613_00_-_ETV_Study-LOC_Final_Report-3_Jun_2016.pdf))

17.2. Low Bollard Pull

Table 161. Global Anchor Handling Towing Supply Vessel Market Size, by Low Bollard Pull, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 162. Global Anchor Handling Towing Supply Vessel Market Size, by Low Bollard Pull, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 163. Global Anchor Handling Towing Supply Vessel Market Size, by Low Bollard Pull, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Damen - Anchor Handling Tug Supplier 120

   · Taxonomy evidence: The comparison includes a qualifying AHTS offering with advertised xx.xx-tonne bollard pull. It corroborates a lower-pull offering, but does not identify the rating as certified continuous pull. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))

17.3. High Bollard Pull

Table 164. Global Anchor Handling Towing Supply Vessel Market Size, by High Bollard Pull, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 165. Global Anchor Handling Towing Supply Vessel Market Size, by High Bollard Pull, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 166. Global Anchor Handling Towing Supply Vessel Market Size, by High Bollard Pull, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Damen - Anchor Handling Tug Supplier 200

   · Taxonomy evidence: The commercial AHTS offering reports xx.xx-tonne bollard pull while retaining anchor-handling, offshore-towing, and supply-vessel identity. The published rating does not establish a continuous-pull certificate.
   ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))

18. Anchor Handling Towing Supply Vessel Market, by Installed Propulsion Power

Installed Propulsion Power bands require a consistent rating basis before they support vessel selection. [redacted] Buyers comparing Low, Medium, and High Propulsion Power should verify the work package rather than adopt another operator's categories as automatic qualification.

Published power descriptors also need interpretation. [redacted] BOURBON's documented dual-propulsion example reinforces that a configuration can deliver different towing capability in different modes without becoming a different vessel.

[redacted] Low or Medium Propulsion Power may remain suitable when that package satisfies the assignment; High Propulsion Power warrants commitment only when the additional capability is relevant and demonstrably available. A larger installed figure alone does not establish positioning resilience, certified bollard pull, fuel efficiency, or battery-system benefit.

Figure 37. Global Anchor Handling Towing Supply Vessel Market, by Installed Propulsion Power: Market share evolution, 2025-2032

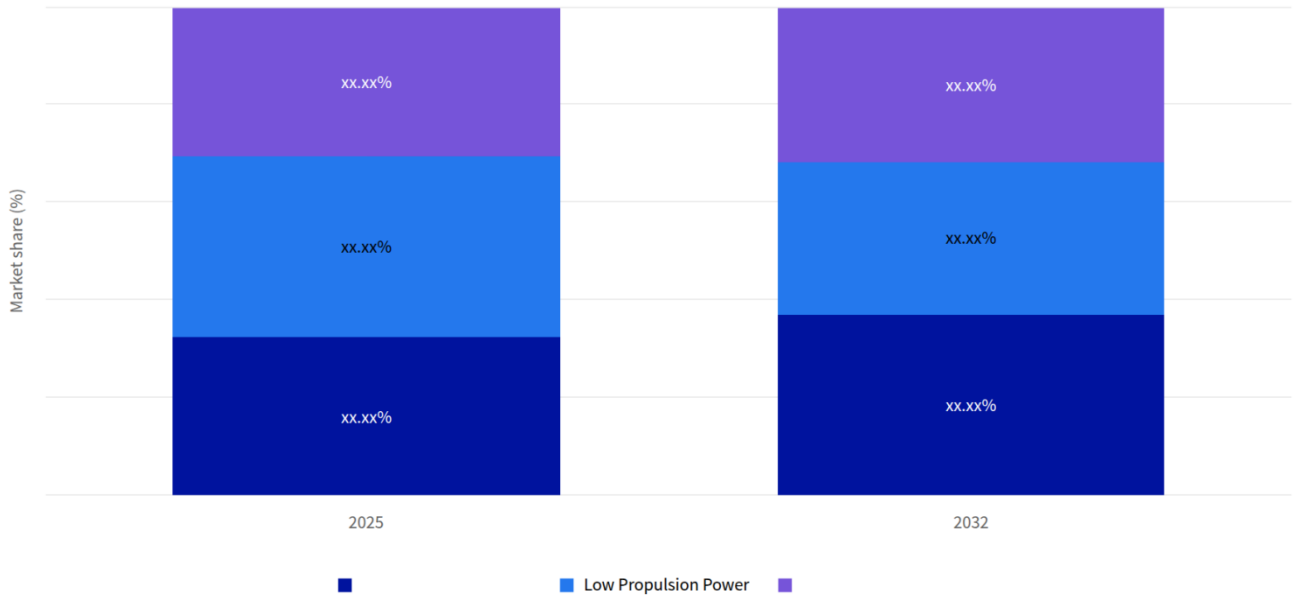

Figure 38. Global Anchor Handling Towing Supply Vessel Market, by Installed Propulsion Power: Market size by category, 2025

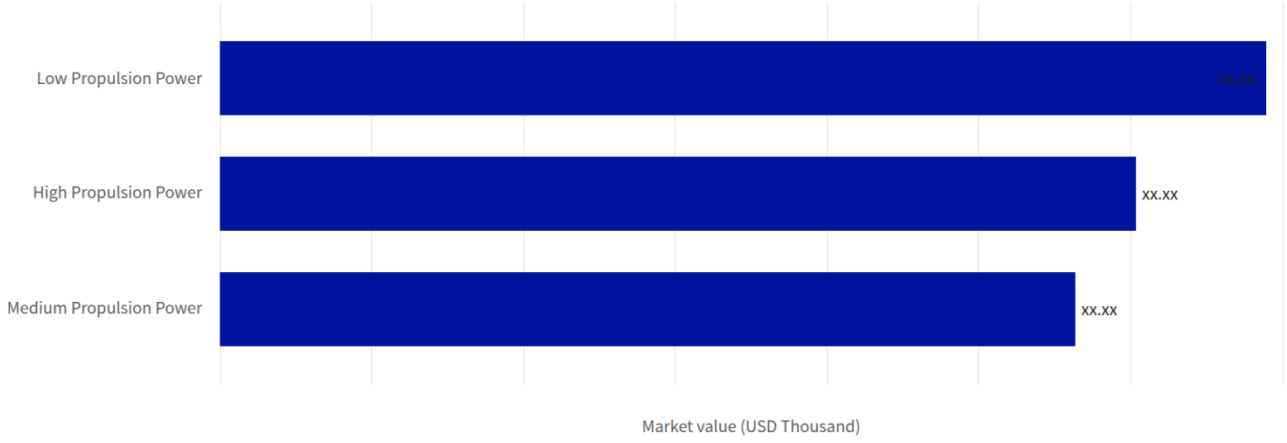

Figure 39. Global Anchor Handling Towing Supply Vessel Market, by Installed Propulsion Power: Market size and growth, 2025-2032

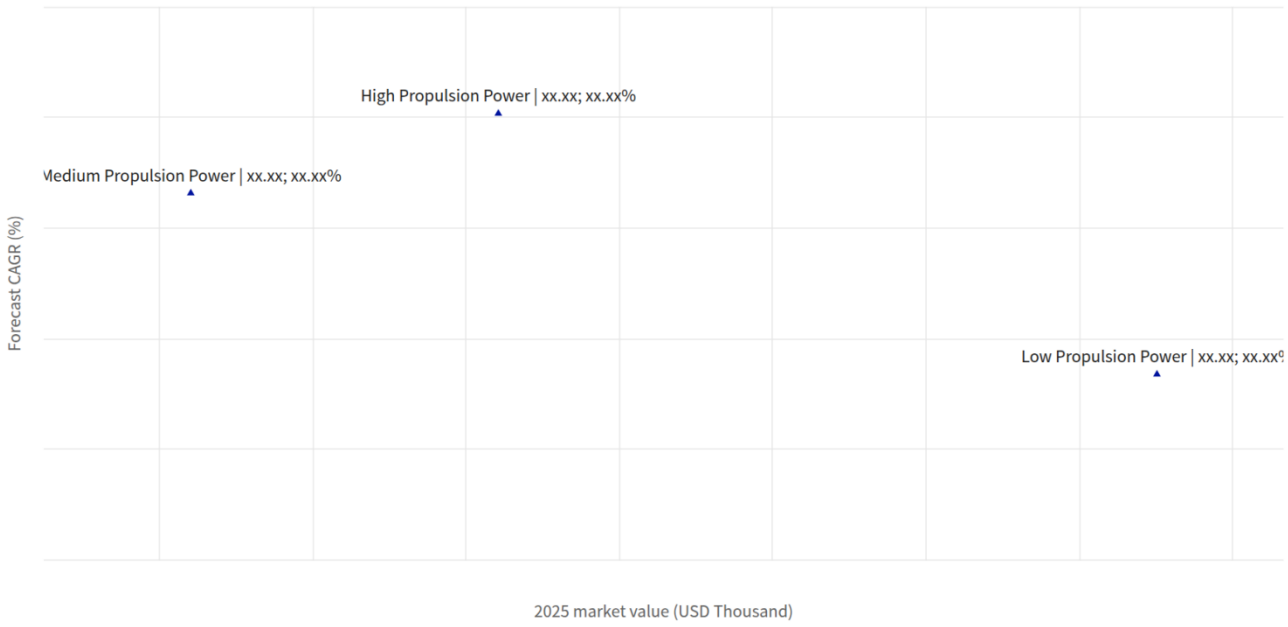

Table 167. Global Anchor Handling Towing Supply Vessel Market, by Installed Propulsion Power growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 168. Global Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Guide for Dynamic Positioning Systems, February 2024
   · The ABS guide addresses power-management responses when generator loss leaves insufficient supply, continuous-operation thruster systems, and positioning capacity under specified applicable conditions.
2. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Tidewater's engine-BHP groupings associate small AHTS with coastal and shelf work, medium vessels also with intermediate depths, and large vessels primarily with deepwater work.
   · Taxonomy evidence: Its AHTS fleet groupings use engine brake horsepower, not deadweight. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   · Taxonomy evidence: Its own AHTS fleet classification distinguishes small, medium, and large engine-BHP groupings. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))
3. Bourbon Arctic: first operation of brand new 300 t of bollard pull AHTS vessel
   · The disclosed dual propulsion system and mode-specific towing figures support configuration-specific capability assessment, not universal superiority of a power band.
4. Damen - Vessel Portfolio Booklet, Offshore Support Vessels
   · The offshore-support portfolio table presents AHTS total power separately from bollard pull and winch pull, supporting distinct capability descriptors.
5. L&T Shipbuilding Limited - Invitation to Bid for Sale of Two 150MT AHTSSV, November 26, 2018
   · Taxonomy evidence: The machinery schedule separately identifies main engines, hybrid motor/shaft generators, and generator sets. Analytical implication: shared propulsion paths must be checked before adding their ratings. ([corpwebstorage.blob.core.windows.net](https://corpwebstorage.blob.core.windows.net/media/xx.xx/ahts-advt.pdf))

18.1. Low Propulsion Power

Table 169. Global Anchor Handling Towing Supply Vessel Market Size, by Low Propulsion Power, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 170. Global Anchor Handling Towing Supply Vessel Market Size, by Low Propulsion Power, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 171. Global Anchor Handling Towing Supply Vessel Market Size, by Low Propulsion Power, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Tidewater Inc. - Form 10-K for the Year Ended December 31, 2025
   - Taxonomy evidence: Its small AHTS grouping generally reaches xx.xx BHP. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its small AHTS grouping generally includes engine power up to xx.xx BHP. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))

18.2. High Propulsion Power

Table 172. Global Anchor Handling Towing Supply Vessel Market Size, by High Propulsion Power, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 173. Global Anchor Handling Towing Supply Vessel Market Size, by High Propulsion Power, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 174. Global Anchor Handling Towing Supply Vessel Market Size, by High Propulsion Power, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Tidewater Inc. - Form 10-K for the Year Ended December 31, 2025
   - Taxonomy evidence: Its large grouping exceeds xx.xx BHP. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its large AHTS grouping exceeds xx.xx BHP. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))

18.3. Medium Propulsion Power

Table 175. Global Anchor Handling Towing Supply Vessel Market Size, by Medium Propulsion Power, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 176. Global Anchor Handling Towing Supply Vessel Market Size, by Medium Propulsion Power, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 177. Global Anchor Handling Towing Supply Vessel Market Size, by Medium Propulsion Power, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Tidewater Inc. - Form 10-K for the Year Ended December 31, 2025
   - Taxonomy evidence: Its medium grouping generally spans xx.xx-xx.xx BHP. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
   - Taxonomy evidence: Its medium AHTS grouping generally spans xx.xx-xx.xx BHP. ([s25.q4cdn.com](https://s25.q4cdn.com/xx.xx/files/doc_financials/2025/q4/7974a50f-3e7d-4ba8-afa6-2762a337e064.pdf))

19. Anchor Handling Towing Supply Vessel Market, by Deadweight Capacity

Charterers should use deadweight as a load-carrying constraint, not as a proxy for towing or anchor handling capability. Deadweight includes cargo, fuel, water, stores and other carried loads at the summer load line; it is not equivalent to saleable cargo capacity. [redacted]

Low Deadweight can suit a lighter carried-load requirement when the vessel independently satisfies the towing, positioning and service specification. [redacted] A lower deadweight label also does not prove shallower draft or easier port access.

[redacted] Differences among design, maximum and operating-draft descriptions can change comparability without changing the vessel's identity. The commercial trigger for selecting more deadweight is a substantiated carried-load constraint; if deck geometry, tank allocation or task equipment is limiting instead, a larger deadweight figure does not resolve the requirement.

Figure 40. Global Anchor Handling Towing Supply Vessel Market, by Deadweight Capacity: Market share evolution, 2025-2032

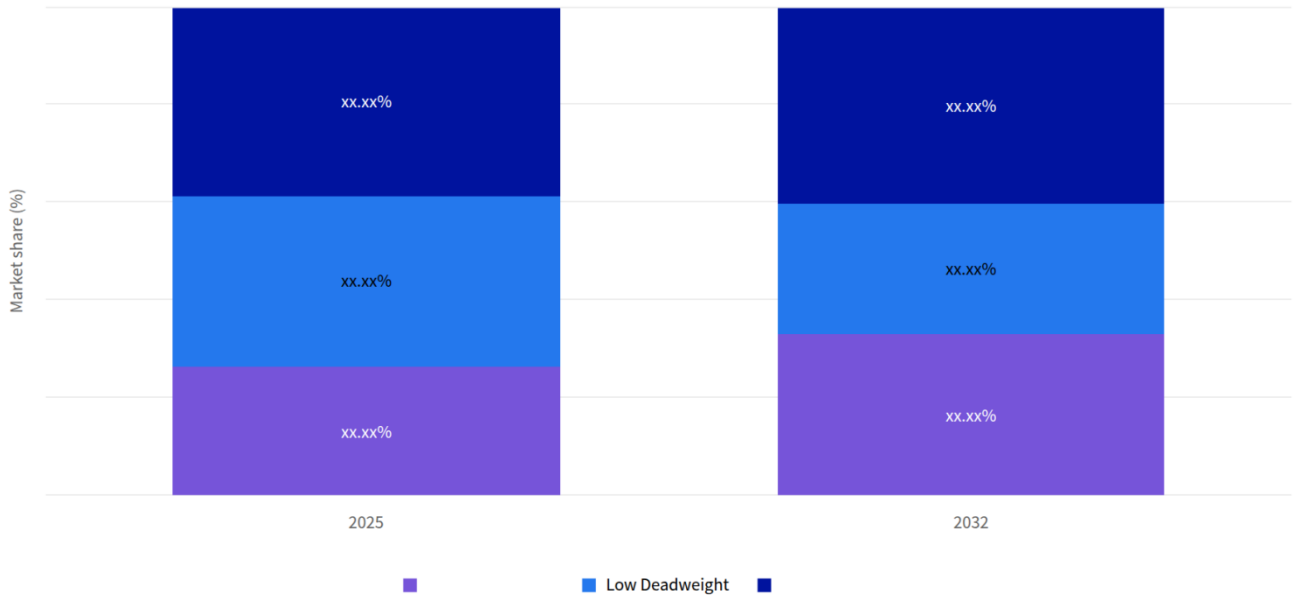

Figure 41. Global Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2025 vs 2026 vs 2032

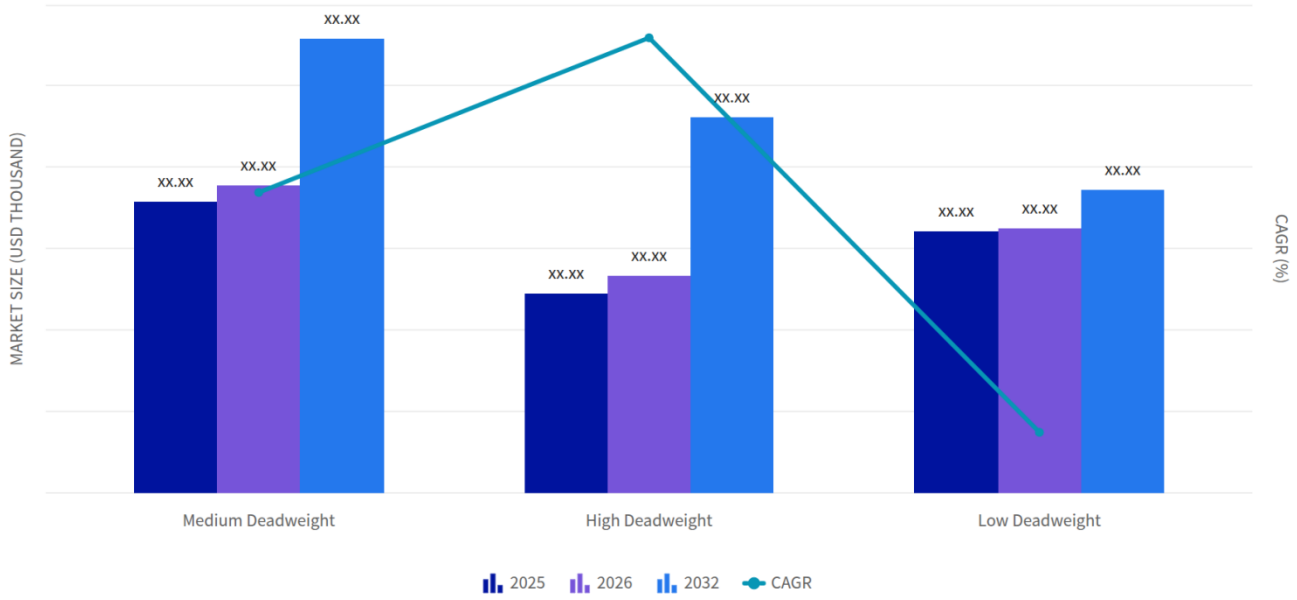

Figure 42. Global Anchor Handling Towing Supply Vessel Market, by Deadweight Capacity: Market size and growth, 2025-2032

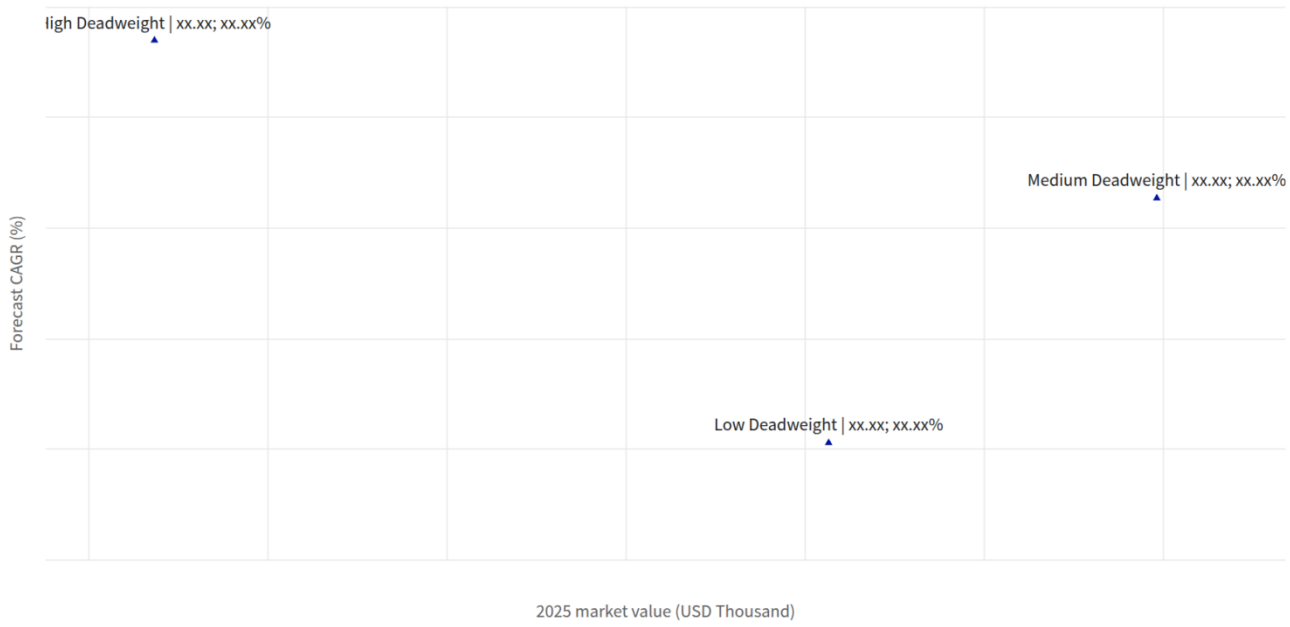

Table 178. Global Anchor Handling Towing Supply Vessel Market, by Deadweight Capacity growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 179. Global Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. TTM15020 - Background material: Ships

   · Deadweight measures carried weight, including cargo, bunkers, water, stores and people, at the summer load line; it is not cargo weight alone. ([gov.uk](https://www.gov.uk/hmrc-internal-manuals/tonnage-tax-manual/ttm15020))

2. Anchor Handling Tug Supplier 120
   · Damen reports deadweight, summer draft, bollard pull and winch pull separately for its AHTS offering, supporting distinct capability comparisons. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))
3. Anchor Handling Tug Supplier 200
   · The AHTS product presents carrying and pulling characteristics separately, supporting comparison of the complete vessel specification rather than one capacity label. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))
4. Skandi Iguaçu
   · DOF publishes deadweight and draft for the AHTS Skandi Iguaçu and states that its specifications require verification. ([dof.com](https://www.dof.com/fleet/skandi-iguacu))
5. L&T Shipbuilding Limited - Invitation to Bid for Sale of Two 150MT AHTSSV, November 26, 2018
   · Taxonomy evidence: The sale specification separately reports xx.xx-tonne bollard pull and xx.xx-tonne deadweight at maximum draft; those are different commercial vessel characteristics. ([corpwebstorage.blob.core.windows.net](https://corpwebstorage.blob.core.windows.net/media/xx.xx/ahts-advt.pdf))
6. Maritime and Coastguard Agency - Assessment of ETV Provision for North and North West Scotland
   · Taxonomy evidence: The vessel-selection discussion identifies deadweight as an additional characteristic alongside length, draft, and bollard pull, supporting a distinct carrying-capacity axis. ([assets.publishing.service.gov.uk](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/xx.xx/005613_00_-_ETV_Study-LOC_Final_Report-3_Jun_2016.pdf))
7. International Maritime Organization - MARPOL Consolidated Edition 2017, March 2018 Supplement
   · Taxonomy evidence: The IMO supplement defines deadweight from displacement minus lightweight at the certified summer-load draft. This establishes the measurement basis, not the analytical AHTS capacity cutoffs. ([wwwcdn.imo.org](https://wwwcdn.imo.org/localresources/en/publications/Documents/Supplements/English/QE520E_032018.pdf))

19.1. Medium Deadweight

Table 180. Global Anchor Handling Towing Supply Vessel Market Size, by Medium Deadweight, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 181. Global Anchor Handling Towing Supply Vessel Market Size, by Medium Deadweight, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 182. Global Anchor Handling Towing Supply Vessel Market Size, by Medium Deadweight, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. L&T Shipbuilding Limited - Invitation to Bid for Sale of Two 150MT AHTSSV, November 26, 2018
   · Taxonomy evidence: Reported deadweight of xx.xx metric tonnes supports an AHTS offering within the analytical middle-capacity range, subject to confirmation of the common summer-load basis. ([corpwebstorage.blob.core.windows.net](https://corpwebstorage.blob.core.windows.net/media/xx.xx/ahts-advt.pdf))

2. Damen - Anchor Handling Tug Supplier 200
   · Taxonomy evidence: The AHTS xx.xx page reports xx.xx-tonne deadweight, corroborating an offering within the analytical middle-capacity interval rather than an industry-standard capacity label. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))

19.2. Low Deadweight

Table 183. Global Anchor Handling Towing Supply Vessel Market Size, by Low Deadweight, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 184. Global Anchor Handling Towing Supply Vessel Market Size, by Low Deadweight, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 185. Global Anchor Handling Towing Supply Vessel Market Size, by Low Deadweight, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Damen - Anchor Handling Tug Supplier 120

   · Taxonomy evidence: The product page reports an AHTS deadweight of xx.xx tonnes and a compared AHTS offering of xx.xx tonnes. These are design/product observations, not Global fleet estimates. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))

19.3. High Deadweight

Table 186. Global Anchor Handling Towing Supply Vessel Market Size, by High Deadweight, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 187. Global Anchor Handling Towing Supply Vessel Market Size, by High Deadweight, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 188. Global Anchor Handling Towing Supply Vessel Market Size, by High Deadweight, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. DOF - Skandi Iguaçu

   · Taxonomy evidence: The qualifying AHTS specification reports xx.xx tonnes DWT, placing its published capacity above the retained analytical threshold. The page does not establish the certified summer-load basis and requires specification verification. ([dof.com](https://www.dof.com/fleet/skandi-iguacu))

   · Taxonomy evidence: The independently inspected AHTS specification reports xx.xx-tonne DWT, corroborating a qualifying hull above the analytical high-capacity threshold. The page does not explicitly identify the load-line rating basis and cautions that specifications require verification. ([dof.com](https://www.dof.com/fleet/skandi-iguacu))

20. Anchor Handling Towing Supply Vessel Market, by Ice Capability

[redacted] DOF's Skandi Iguaçu particulars separately list ICE (1B) and Winterized (Basic), illustrating why equipment winterization cannot establish structural ice capability. Buyers should request the current hull-specific approval and intended service boundary rather than infer equivalence from a cold-region operating history.

Unstrengthened vessels remain an option where the assignment does not require structural ice capability and all other approvals are satisfied. Ice-strengthened vessels address a different structural requirement, but that characteristic alone does not establish an icebreaking service. [redacted]

Owners considering specialized ice employment should establish the relevant notation recognition, certification limits and personnel requirements before committing the asset. [redacted] Certificate changes, the specified ice-related function and applicable access conditions should trigger reassessment.

Figure 43. Global Anchor Handling Towing Supply Vessel Market, by Ice Capability: Market share evolution, 2025-2032

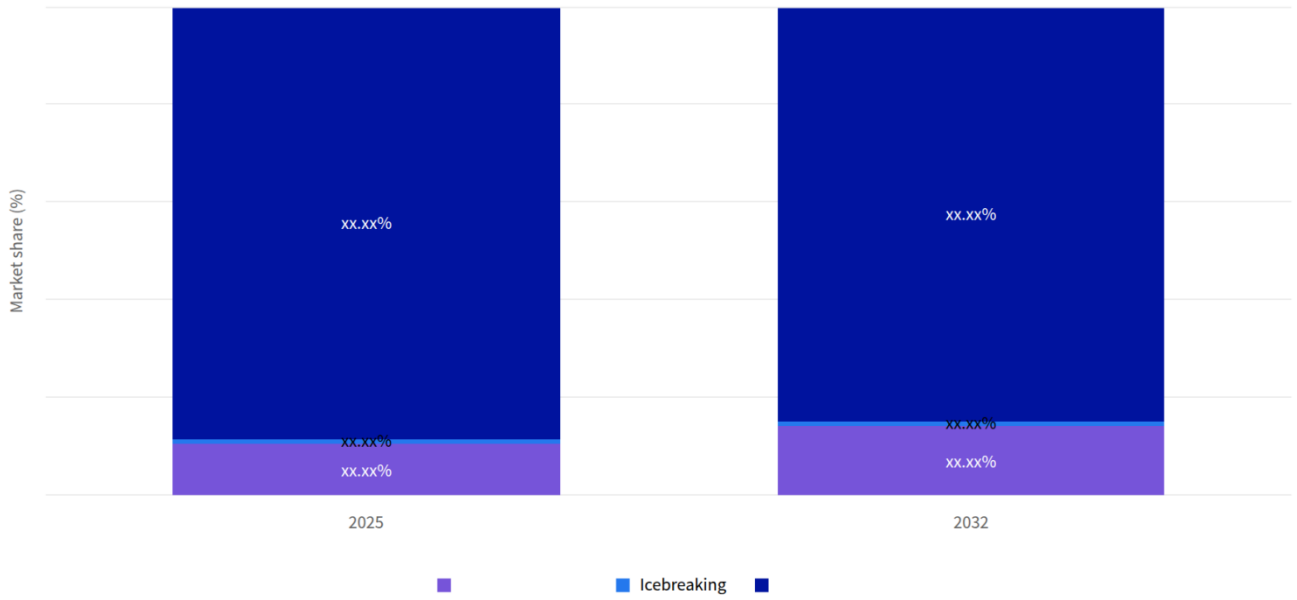

Figure 44. Global Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2025 vs 2026 vs 2032

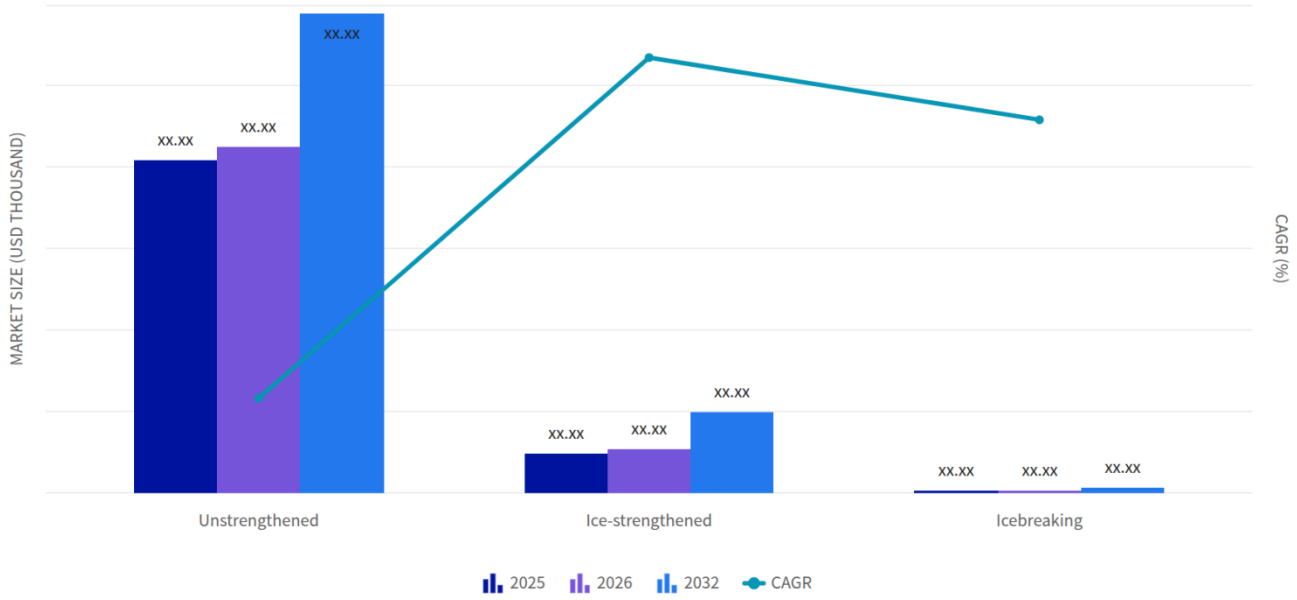

Figure 45. Global Anchor Handling Towing Supply Vessel Market, by Ice Capability: Market size and growth, 2025-2032

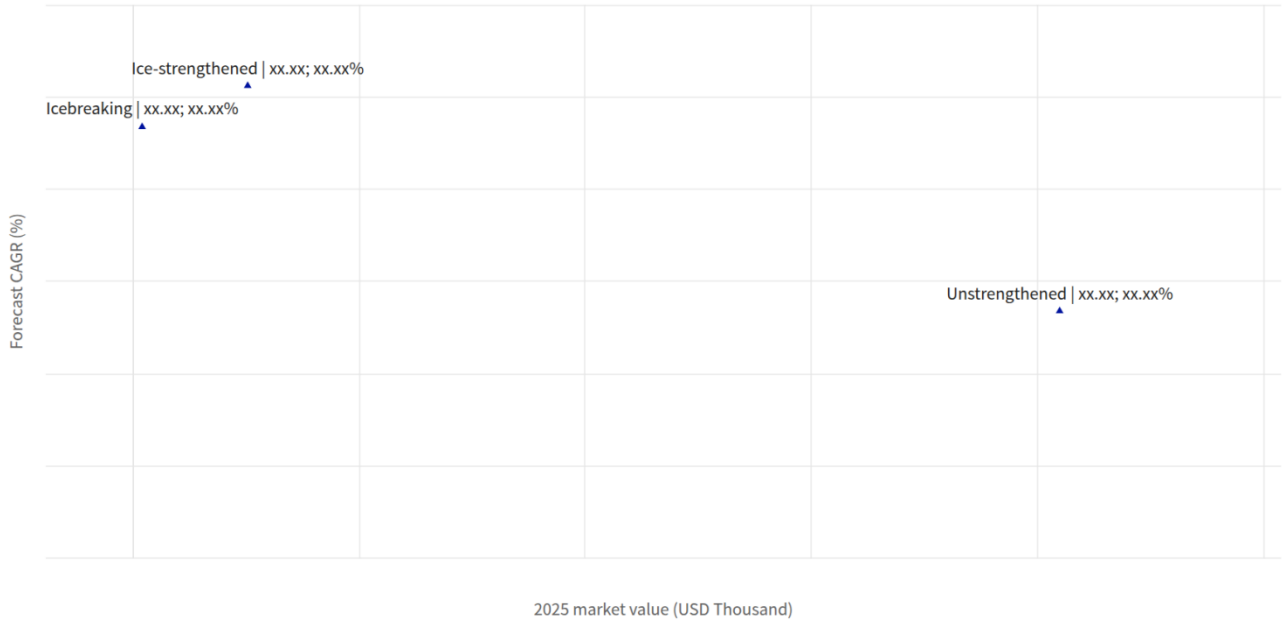

Table 189. Global Anchor Handling Towing Supply Vessel Market, by Ice Capability growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 190. Global Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. International Code for Ships Operating in Polar Waters (Polar Code)

   · IMO describes polar certification, documented limitations and personnel requirements. Category C covers open-water or less severe conditions than Categories A and B. ([imo.org](https://www.imo.org/en/ourwork/safety/pages/polar-code.aspx))

2. Skandi Iguaçu
   - The vessel particulars list ICE (1B) separately from Winterized (Basic), demonstrating distinct structural and equipment characteristics. ([dof.com](https://www.dof.com/fleet/skandi-iguacu))
3. IMO Polar Code services
   - DNV distinguishes ice-strengthening, Icebreaker and Winterized notations and describes structural-equivalency review for relevant existing ships seeking polar categorization. ([dnv.com](https://www.dnv.com/maritime/polar/services/))
   - Taxonomy evidence: DNV distinguishes structural ice-strengthening classes, an Icebreaker notation, and Winterized equipment notations. This supports a functional capability partition without substituting cold-weather equipment or geography for structural approval. ([dnv.com](https://www.dnv.com/maritime/polar/services/))
   - Taxonomy evidence: DNV distinguishes ice-strengthening classes, an Icebreaker notation, and Winterized notations as separate certification characteristics. This supports classification by structural and functional capability rather than operating geography. ([dnv.com](https://www.dnv.com/maritime/polar/services/))
4. Viking Supply Ships - Investor Presentation
   - Taxonomy evidence: The historical fleet presentation separately describes ice-classed AHTS, combined AHTS-icebreakers, and an AHTS without an assigned ice class. These establish distinct commercial configurations, not current fleet prevalence. ([vikingsupply.com](https://vikingsupply.com/?lcid=xx.xx&nid=xx.xx&pid=MySite-IrPageReportingCenterPresentation-Presentation))
5. Lloyd's Register - Written Evidence to the House of Lords Arctic Committee, January 19, 2015
   - Taxonomy evidence: The historical classification-body evidence explains that ice-class design values are not absolute operating limits and that some equivalence relationships are conditional and nonreciprocal. This supports avoiding a simplistic universal ranking across regional notations. ([parliament.uk](https://www.parliament.uk/documents/lords-committees/arctic/lloyd%27s-register-%28arc0048%xx.xx.pdf))

20.1. Unstrengthened

Table 191. Global Anchor Handling Towing Supply Vessel Market Size, by Unstrengthened, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 192. Global Anchor Handling Towing Supply Vessel Market Size, by Unstrengthened, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 193. Global Anchor Handling Towing Supply Vessel Market Size, by Unstrengthened, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Viking Supply Ships - Investor Presentation

   · Taxonomy evidence: The historical presentation lists the Moss Mar xx.xx Odin Viking AHTS with ice class marked N/A. This is explicit historical non-ice-classed evidence, not an inference from an incomplete current page.
   ([vikingsupply.com](https://vikingsupply.com/?lcid=xx.xx&nid=xx.xx&pid=MySite-IrPageReportingCenterPresentation-Presentation))

20.2. Ice-strengthened

Table 194. Global Anchor Handling Towing Supply Vessel Market Size, by Ice-strengthened, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 195. Global Anchor Handling Towing Supply Vessel Market Size, by Ice-strengthened, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 196. Global Anchor Handling Towing Supply Vessel Market Size, by Ice-strengthened, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. DNV - IMO Polar Code Services

   · Taxonomy evidence: Polar and Baltic ice-strengthening notations are listed separately from icebreaker status; this does not establish uniform numerical equivalence among regional classes. ([dnv.com](https://www.dnv.com/maritime/polar/services/))

   · Taxonomy evidence: DNV identifies polar and Baltic ice-class notations as ice-strengthening categories. They are not interchangeable with winterization equipment or automatic icebreaker status. ([dnv.com](https://www.dnv.com/maritime/polar/services/))

2. DOF - Skandi Iguaçu

   · Taxonomy evidence: The same hull lists ICE (1B) separately from Winterized (Basic), corroborating structural strengthening as distinct from cold-weather equipment. ([dof.com](https://www.dof.com/fleet/skandi-iguacu))

   · Taxonomy evidence: The qualifying AHTS specification lists ICE (1B) separately from Winterized (Basic), providing a concrete distinction between structural ice class and cold-weather equipment. ([dof.com](https://www.dof.com/fleet/skandi-iguacu))

3. Viking Supply Ships - Investor Presentation

   · Taxonomy evidence: The presentation describes its Loke Viking class as ice-classed AHTS with Ice 1A notation, separately from the icebreaker group. ([vikingsupply.com](https://vikingsupply.com/?lcid=xx.xx&nid=xx.xx&pid=MySite-IrPageReportingCenterPresentation-Presentation))

20.3. Icebreaking

Table 197. Global Anchor Handling Towing Supply Vessel Market Size, by Icebreaking, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 198. Global Anchor Handling Towing Supply Vessel Market Size, by Icebreaking, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 199. Global Anchor Handling Towing Supply Vessel Market Size, by Icebreaking, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. DNV - IMO Polar Code Services

   · Taxonomy evidence: The Icebreaker notation applies to ships specially designed to break ice. A qualifying AHTS installation still requires hull-specific documentation. ([dnv.com](https://www.dnv.com/maritime/polar/services/))

   · Taxonomy evidence: DNV identifies Icebreaker as a separate notation for ships specifically designed to break ice, supporting a higher functional category when a qualifying AHTS holds that approval. ([dnv.com](https://www.dnv.com/maritime/polar/services/))

2. Viking Supply Ships - Investor Presentation

   · Taxonomy evidence: The historical Tor Viking class is explicitly described as combined AHTS and icebreaker with Icebreaker Ice-xx.xx notation. Continued current ownership, configuration, and class are not established by that presentation. ([vikingsupply.com](https://vikingsupply.com/?lcid=xx.xx&nid=xx.xx&pid=MySite-IrPageReportingCenterPresentation-Presentation))

3. Lloyd's Register - Written Evidence to the House of Lords Arctic Committee, January 19, 2015

   · Taxonomy evidence: The evidence distinguishes icebreakers' design and strengthening from an ordinary high ice class. It is used for the conceptual distinction, not as a current Polar Code regulatory statement. ([parliament.uk](https://www.parliament.uk/documents/lords-committees/arctic/lloyd%27s-register-%28arc0048%xx.xx.pdf))

21. Anchor Handling Towing Supply Vessel Market, by Battery Integration

Battery Integration should be evaluated from the installed power system, independently of fuel capability or propulsion labels. ■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■ ■■■ ■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■ ■ ■■■■■■ ■■■■■■■■■ ■■■ ■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ Buyers should establish operational installation status before assigning a vessel to Battery-integrated Power Systems rather than infer it from readiness language.

■■■■■■■■■■■■ ■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■ ■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■■■ Owners should establish mission suitability, accepted configuration and continuing service responsibility before approving an installation. Charterers should compare the capability and assurance actually purchased, not accept a battery label as proof of universal fuel, emissions or availability superiority.

■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■ ■■■■■ ■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■ ■■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■ ■■■ ■■ ■■■■■■■ ■■■■■■■■■■ ■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ An investment decision should address service-life exposure, support arrangements and the beneficiary of any improvement. Classification should rely on an affirmative description of the operational system, not on omission of batteries from an abbreviated vessel webpage.

Figure 46. Global Anchor Handling Towing Supply Vessel Market, by Battery Integration: Market share evolution, 2025-2032

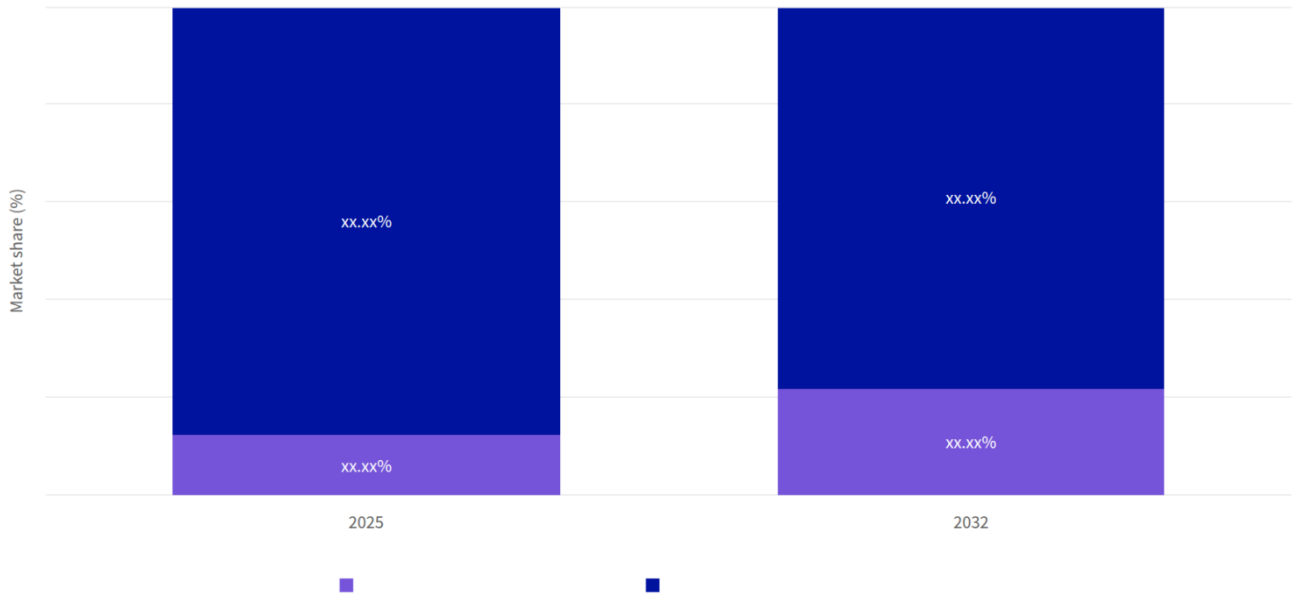

Figure 47. Global Anchor Handling Towing Supply Vessel Market, by Battery Integration: Market size by category, 2025

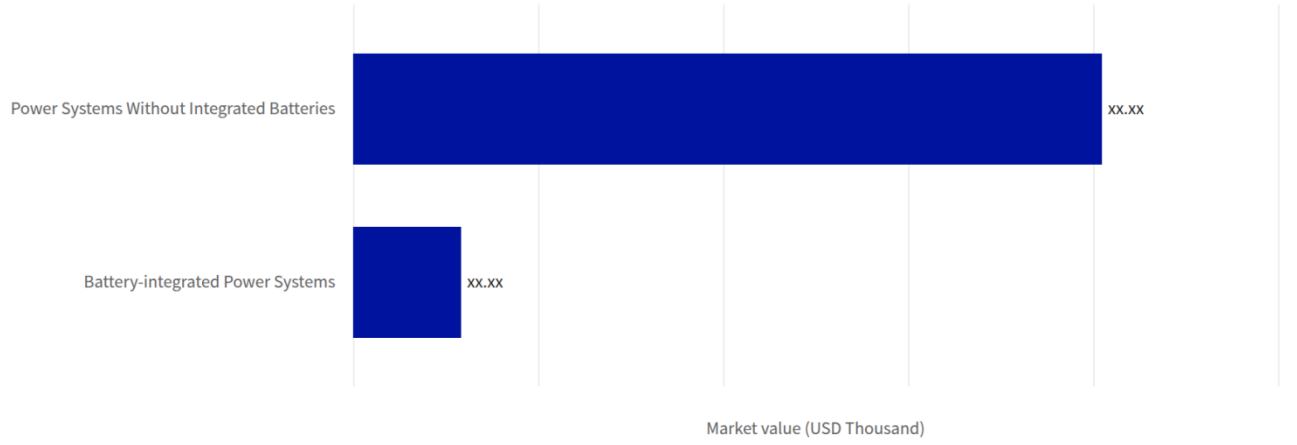

Table 200. Global Anchor Handling Towing Supply Vessel Market, by Battery Integration growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 201. Global Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Battery and hybrid ships
   · DNV's battery services address feasibility, system qualification, design and safety assessment, performance verification and service-life assessment. The investment conditions are analytical implications. ([dnv.com](https://www.dnv.com/services/battery-and-hybrid-ships/))
2. Anchor Handling Tug Supplier 200
   · Damen describes the AHTS xx.xx propulsion system as hybrid-ready; this is readiness language, not confirmation of installed batteries on a delivered hull. ([damen.com](https://www.damen.com/vessels/offshore/ahts/anchor-handling-tug-supplier-xx.xx))
3. Rawabi goes hybrid
   · The February xx.xx 2023 case documents an achieved Rawabi xx.xx AHTS retrofit combining engine gensets and batteries, including dynamic-positioning reserve considerations. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))
   · Taxonomy evidence: The February xx.xx 2023 installation case identifies Rawabi xx.xx as an AHTS and documents completed integration of conventional engine gensets with batteries, including DP power support. Fuel and transmission classifications are not substitutes for this storage characteristic. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))
   · Taxonomy evidence: Wärtsilä documents a completed Rawabi xx.xx AHTS hybrid retrofit combining conventional engine gensets with batteries and discusses its DP power-support role. This establishes actual AHTS operational battery integration independently of alternative-fuel capability. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))
4. ClassNK Technical Information TEC-1127 - Introduction to the Outcomes of MSC 98, Including MSC.1/Circ.1580
   · Taxonomy evidence: The circular recognizes alternative energy storage as a potential thruster power source, separately from the positioning-class question. This supports an independent operational-storage axis without establishing a particular installation. ([classnk.or.jp](https://www.classnk.or.jp/hp/pdf/tech_info/tech_img/T1127e.pdf))
5. Rule-based operation task-aware energy management for ship power systems
   · Taxonomy evidence: Energy storage can be integrated with different propulsion architectures. The analytical distinction supports a separate battery axis, while actual AHTS installation evidence is supplied by the documented retrofit case. ([ietresearch.onlinelibrary.wiley.com](https://ietresearch.onlinelibrary.wiley.com/doi/xx.xx/iet-gtd.xx.xx))

21.1. Power Systems Without Integrated Batteries

Table 202. Global Anchor Handling Towing Supply Vessel Market Size, by Power Systems Without Integrated Batteries, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 203. Global Anchor Handling Towing Supply Vessel Market Size, by Power Systems Without Integrated Batteries, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 204. Global Anchor Handling Towing Supply Vessel Market Size, by Power Systems Without Integrated Batteries, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

21.2. Battery-integrated Power Systems

Table 205. Global Anchor Handling Towing Supply Vessel Market Size, by Battery-integrated Power Systems, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 206. Global Anchor Handling Towing Supply Vessel Market Size, by Battery-integrated Power Systems, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 207. Global Anchor Handling Towing Supply Vessel Market Size, by Battery-integrated Power Systems, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Wärtsilä - How Rawabi Cut Emissions on an AHTS Vessel With a Hybrid System

   · Taxonomy evidence: The account describes achieved retrofit operation rather than merely a battery-ready design, supporting actual operational battery integration. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))

   · Taxonomy evidence: The case describes the installed engine-and-battery combination as an achieved retrofit, whereas a second vessel's upgrade was still underway at publication. It supports completed battery integration without treating announced upgrades as installed capacity. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))

22. Anchor Handling Towing Supply Vessel Market, by Region

North American deployment should be planned around country-eligible capacity rather than a single interchangeable vessel pool. [illegible] Regional proximity does not eliminate approval risk, and domestic capacity may be preferable when an unresolved permission could jeopardize the start requirement.

Latin American procurement can involve an integrated service package rather than vessel access alone. [illegible] The example does not establish equivalent procurement requirements elsewhere in Latin America.

European fleet allocation needs to distinguish seasonal access from general offshore capability. Finland's winter-assistance restrictions connect eligibility to ice class and deadweight, making port access a separate consideration from an AHTS's pulling capability. [illegible]

Asia-Pacific awards provide useful scheduling signals without identifying every accessible national market. Solstad's September xx.xx 2026 announcement disclosed firm AHTS drilling-support contracts with expected commencement in the second and third quarters of 2027. [illegible]

In the Middle East, an existing-vessel upgrade is a demonstrated alternative to replacement procurement. The documented Rawabi xx.xx retrofit in the Arabian Gulf establishes installed engine-and-battery integration, but not a region-wide requirement for battery-equipped AHTS vessels. [illegible]

[illegible] An entrant should establish what its local counterparty actually contributes to registration, crewing and management before delegating commercial authority. Nigeria's arrangements are a country example, not a pan-African permission or evidence of identical conditions in Egypt, South Africa or Mozambique.

Figure 48. Global Anchor Handling Towing Supply Vessel Market, by Region: Market share evolution, 2025-2032

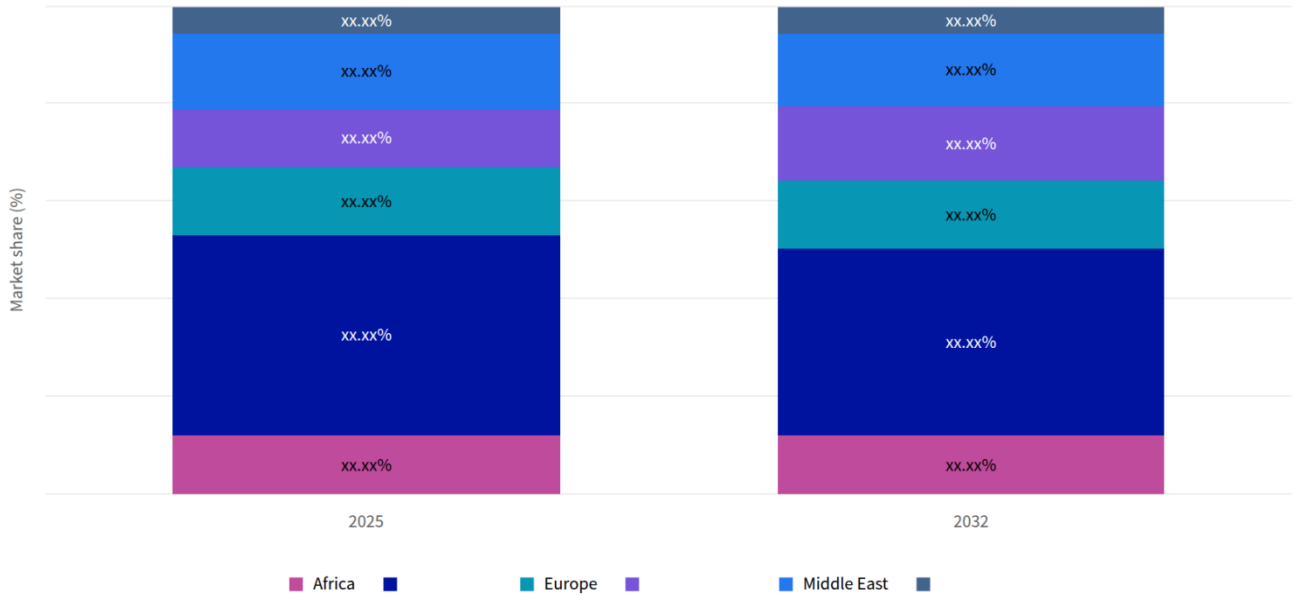

Figure 49. Global Anchor Handling Towing Supply Vessel Market, by Region: Market size by category, 2025

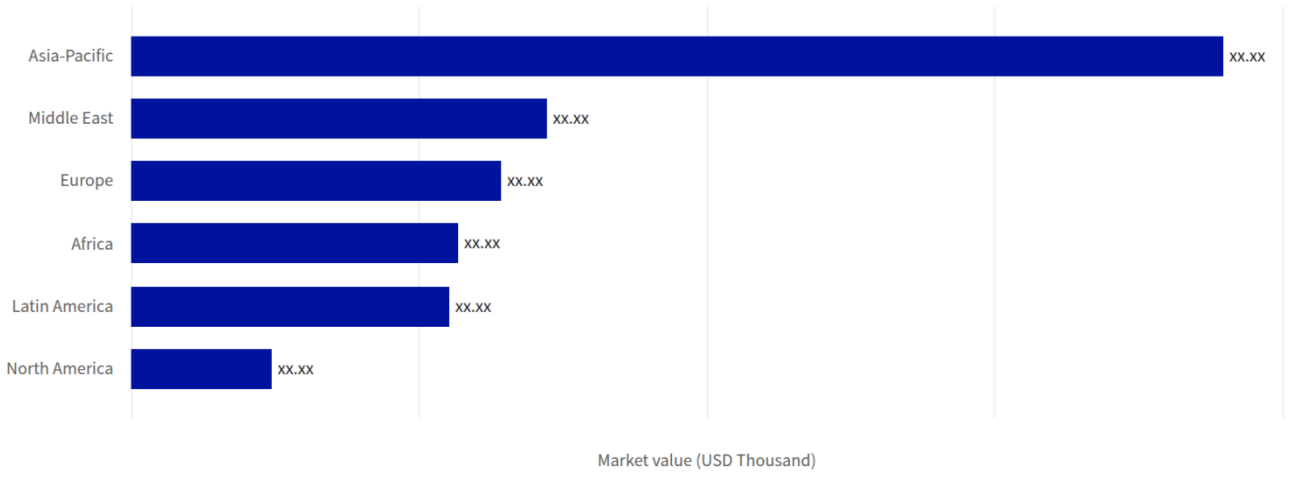

Figure 50. Global Anchor Handling Towing Supply Vessel Market, Regional growth by Contracting Buyer, 2025-2032 (CAGR %)

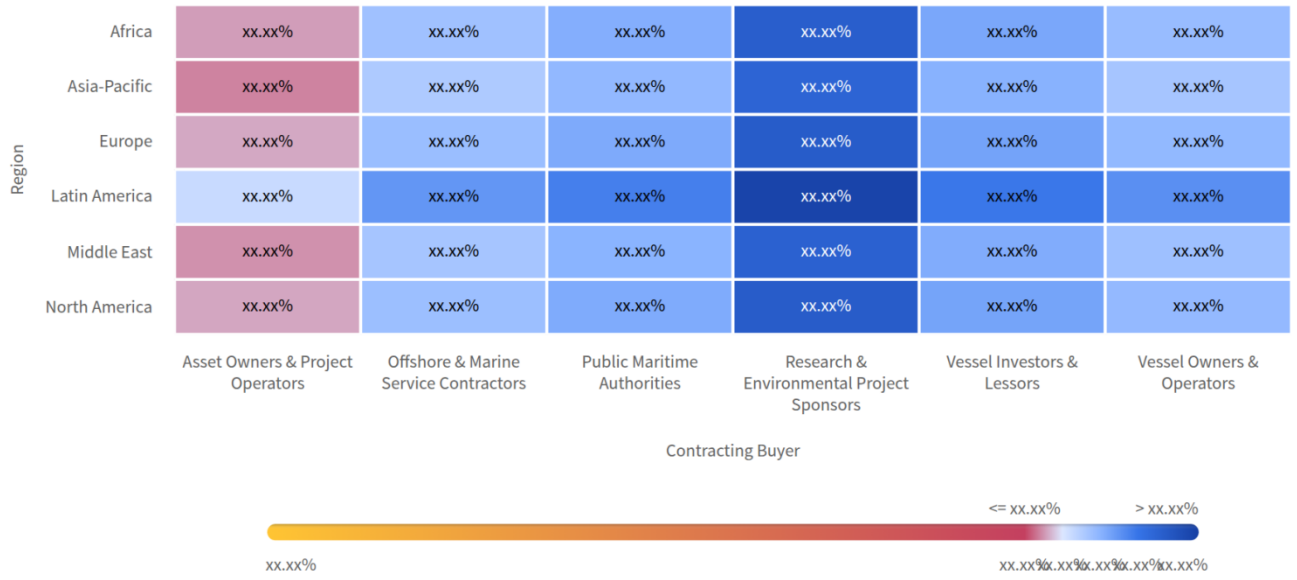

Table 208. Global Anchor Handling Towing Supply Vessel Market, by Region growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 209. Global Anchor Handling Towing Supply Vessel Market Size, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Asia-Pacific	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Europe	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latin America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Middle East	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North America	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. Solstad Maritime ASA - Contract awards for 2 AHTS vessels in the APAC region
   · The September xx.xx 2026 award identifies firm APAC AHTS drilling-support contracts with expected commencement in Q2/Q3 2027 and separate options; operating countries are not identified. ([solstad.com](https://www.solstad.com/solstad-maritime-asa-contract-awards-for-xx.xx-ahts-vessels-in-the-apac-region/))
2. 46 U.S.C. §55102 - Transportation of merchandise
   · Covered U.S. coastwise merchandise transport requires U.S. ownership and coastwise documentation or qualifying treatment, supporting separate eligible deployment pools. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55102.pdf))
3. 46 U.S.C. §55111 - Towing
   · U.S. towing provisions establish ownership and documentation conditions within defined activity boundaries, separately from merchandise transportation. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55111.pdf))
4. Battery and hybrid ships
   · DNV distinguishes readiness for future retrofit from battery operation and evaluates options against operational and environmental requirements. ([dnv.com](https://www.dnv.com/services/battery-and-hybrid-ships/))
5. Ice Classes of Ships
   · Finnish winter-assistance restrictions specify minimum ice class and deadweight, supporting assignment-window and port-access assessment rather than a Europe-wide capability assumption. ([traficom.fi](https://traficom.fi/en/merchant-shipping/ships/ice-classes-ships))
6. Rawabi goes hybrid
   · The documented Arabian Gulf AHTS retrofit establishes an existing-vessel upgrade route, not a regional procurement mandate. ([wartsila.com](https://www.wartsila.com/insights/case-study/rawabi-goes-hybrid))
7. Coasting trade in Canada
   · Canada provides a conditional coasting-trade licensing route for foreign vessels, supporting a distinction from automatic regional portability. ([tc.canada.ca](https://tc.canada.ca/en/marine-transportation/vessel-licensing-registration/coasting-trade/coasting-trade-canada))
8. DOF Group ASA - Four long-term AHTS contracts in Brazil
   · DOF's May xx.xx 2025 Petrobras announcement describes AHTS charter and service awards, with work-class ROVs included for selected vessels. Contractor-route implications are conditional analysis. ([dof.com](https://www.dof.com/news-company-disclosures/dof-group-asa---four-long-term-ahts-contracts-in-brazil))

9. Cabotage Services
   - NIMASA describes Nigeria's cabotage objectives and registration administration, supporting a locally accountable access assessment rather than a pan-African permission. ([nimasa.gov.ng](https://nimasa.gov.ng/what-we-do/cabotage-services/))
10. Cabotage Registration
    - NIMASA identifies wholly Nigerian-owned and bareboat-chartered registration routes, supporting alternative asset-control arrangements in the Nigerian example. ([nimasa.gov.ng](https://nimasa.gov.ng/what-we-do/ship-registration/cabotage-registration/))

22.1. Asia-Pacific

Table 210. Asia-Pacific Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Indonesia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Malaysia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Philippines	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Singapore	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Taiwan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Thailand	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unallocated / remaining scope	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 211. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Indonesia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Malaysia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Philippines	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Singapore	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Taiwan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Thailand	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 212. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 213. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 214. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 215. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 216. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 217. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 218. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 219. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 220. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 221. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 222. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 223. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 224. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 225. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 226. Asia-Pacific Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

22.2. Middle East

Table 227. Middle East Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Israel	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Qatar	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Saudi Arabia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Turkey	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unallocated / remaining scope	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Arab Emirates	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 228. Middle East Anchor Handling Towing Supply Vessel Market Size, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Israel	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Qatar	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Saudi Arabia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Turkey	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Arab Emirates	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 229. Middle East Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 230. Middle East Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 231. Middle East Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 232. Middle East Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 233. Middle East Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 234. Middle East Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 235. Middle East Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 236. Middle East Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 237. Middle East Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 238. Middle East Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 239. Middle East Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 240. Middle East Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 241. Middle East Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 242. Middle East Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 243. Middle East Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

22.3. Europe

Table 244. Europe Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Austria	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Belgium	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Denmark	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Finland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Netherlands	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Norway	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Poland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Portugal	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Sweden	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Switzerland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Unallocated / remaining scope	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 245. Europe Anchor Handling Towing Supply Vessel Market Size, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Austria	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Belgium	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Denmark	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Finland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Netherlands	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Norway	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Poland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Portugal	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Sweden	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Switzerland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 246. Europe Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 247. Europe Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 248. Europe Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 249. Europe Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 250. Europe Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 251. Europe Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 252. Europe Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 253. Europe Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 254. Europe Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 255. Europe Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 256. Europe Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 257. Europe Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 258. Europe Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 259. Europe Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 260. Europe Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

22.4. Africa

Table 261. Africa Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Egypt	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Kenya	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Nigeria	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unallocated / remaining scope	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 262. Africa Anchor Handling Towing Supply Vessel Market Size, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Egypt	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Kenya	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Nigeria	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 263. Africa Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 264. Africa Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 265. Africa Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 266. Africa Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 267. Africa Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 268. Africa Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 269. Africa Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 270. Africa Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 271. Africa Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 272. Africa Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 273. Africa Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 274. Africa Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 275. Africa Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 276. Africa Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 277. Africa Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

22.5. Latin America

Table 278. Latin America Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Argentina	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Chile	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Colombia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Peru	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unallocated / remaining scope	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 279. Latin America Anchor Handling Towing Supply Vessel Market Size, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Argentina	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Chile	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Colombia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Peru	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 280. Latin America Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 281. Latin America Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 282. Latin America Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 283. Latin America Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 284. Latin America Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 285. Latin America Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 286. Latin America Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 287. Latin America Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 288. Latin America Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 289. Latin America Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 290. Latin America Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 291. Latin America Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 292. Latin America Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 293. Latin America Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 294. Latin America Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

22.6. North America

Table 295. North America Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unallocated / remaining scope	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 296. North America Anchor Handling Towing Supply Vessel Market Size, by Region, 2017-2032 (USD Thousand)

Region	2023	2024	2025	2026	2027	2032	CAGR (%)
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 297. North America Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 298. North America Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 299. North America Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 300. North America Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 301. North America Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 302. North America Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 303. North America Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 304. North America Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 305. North America Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 306. North America Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 307. North America Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 308. North America Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 309. North America Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 310. North America Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 311. North America Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

23. Anchor Handling Towing Supply Vessel Market, by Group

For the Americas, centralized commercial coordination should coexist with separate eligibility files. ■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■ ■■■■■ ■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■ ■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■ Owners should preserve the ability to substitute eligible capacity without assuming that an internationally marketed vessel is an acceptable replacement for every assignment.

Europe, Middle East & Africa supports buyer-specific coordination rather than a unified regional approval route. ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■■ This favors a coordinated account strategy, not an assumption that onboarding in one constituent market establishes deployment rights across the group.

■■■■■ ■■■■■■ ■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■ ■■■ ■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■ ■■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ Operators should use the group framework to organize national requirements, then establish the permission applicable to the actual task. Procedures for one member cannot be presumed to apply to another, and goods-trade facilitation does not establish unrestricted AHTS employment.

Within the GCC, buyer localization programs create related but distinct qualification considerations. Aramco's iktva program concerns value creation in Saudi Arabia, while ADNOC's ICV program evaluates contributions within the UAE. ■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■ ■■■ ■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■ ■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■

Australasia has a specific personnel-access mechanism through trans-Tasman recognition of seafarer qualifications. Australian and New Zealand authorities provide recognition pathways, but certificate privileges, restrictions and eligibility conditions remain relevant. ■■ ■■■■■■■■ ■■■ ■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■■ ■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■

The Nordic group contains a meaningful shared ice-class framework, but not one universal winter-access decision. Finland and Sweden jointly develop the Finnish-Swedish Ice Class Rules, while Finnish authorities confirm vessel ice class and establish assistance restrictions. ▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪

The European Union provides a common emissions-accountability framework for covered offshore-vessel activity. ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ Shared administration does not replace mission qualification or establish a requirement to buy a particular propulsion technology.

BRICS membership is insufficient evidence of portable charter permission. ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ The comparison does not establish identical rules across all members.

G7 public-buyer opportunities can be screened through the WTO Government Procurement Agreement rather than through the G7 designation alone. Canada, Japan, the United Kingdom, the United States and the European Union are GPA parties, but entitlement depends on the covered entity, service, threshold and exclusions. ▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪

NATO-related procurement requires a separate route from ordinary offshore commercial contracting. ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ These group views overlap regional and country analysis and must not be treated as additive coverage.

Figure 51. Global Anchor Handling Towing Supply Vessel Market Size, by Group, 2025 vs 2026 vs 2032

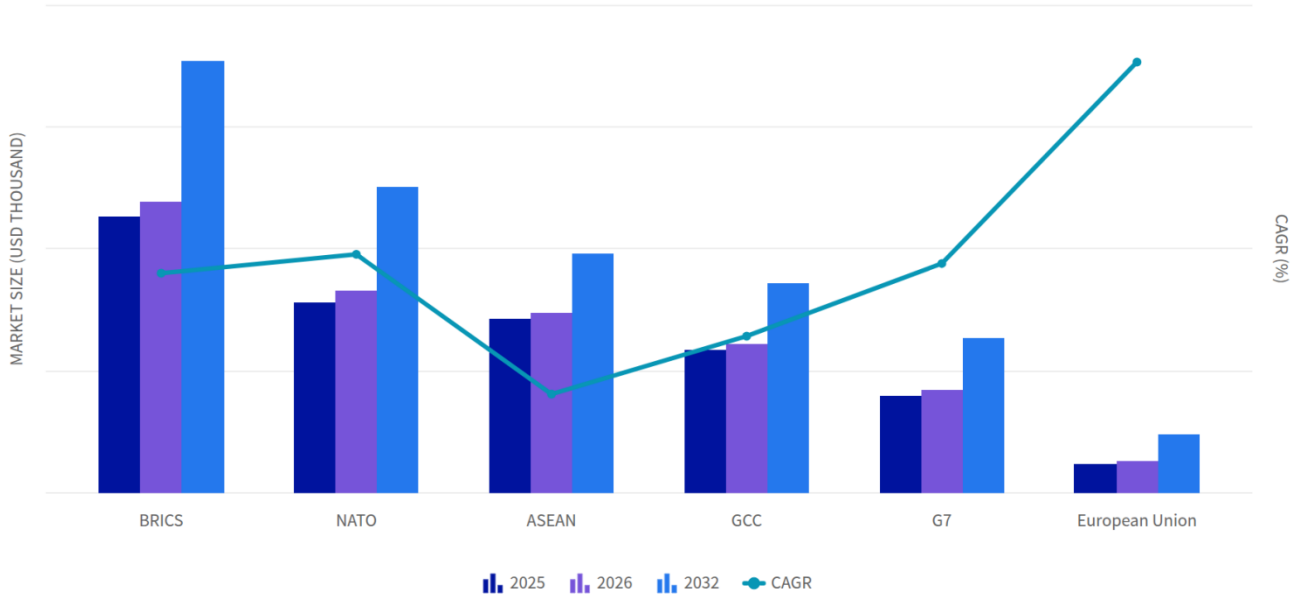

Table 312. Global Anchor Handling Towing Supply Vessel Market Size, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
ASEAN	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
BRICS	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
European Union	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
G7	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
GCC	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
NATO	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Sources & Evidence

1. FAQ - Maritime transport in EU Emissions Trading System

   · The European Commission states that offshore MRV coverage begins at xx.xx GT from 2025 and offshore ETS at xx.xx GT from 2027; coverage is route-based and flag-neutral, with Norway and Iceland included through EEA arrangements. ([climate.ec.europa.eu](https://climate.ec.europa.eu/areas-action/transport-decarbonisation/reducing-emissions-shipping-sector/faq-maritime-transport-eu-emissions-trading-system-ets_en))

   · The responsible shipping company retains the allowance-surrender obligation, supporting explicit accountability allocation rather than a technology mandate. ([climate.ec.europa.eu](https://climate.ec.europa.eu/areas-action/transport-decarbonisation/reducing-emissions-shipping-sector/faq-maritime-transport-eu-emissions-trading-system-ets_en))

2. 46 U.S.C. §55102 - Transportation of merchandise

   · The statute establishes a U.S. activity-specific boundary, not group-wide permission across the Americas. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55102.pdf))

3. 46 U.S.C. §55111 - Towing

   · The towing requirements reinforce country-specific eligibility within Americas coordination. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55111.pdf))

4. Ice Classes of Ships

   · Finland and Sweden jointly develop the Finnish-Swedish Ice Class Rules; Finnish authorities confirm ice class and administer assistance restrictions. ([traficom.fi](https://traficom.fi/en/merchant-shipping/ships/ice-classes-ships))

5. Perguntas Frequentes - Afretamento

   · ANTAQ defines the authorized EBN and explains domestic-availability consultation and foreign-charter authorization as distinct administrative concepts. ([gov.br](https://www.gov.br/antaq/pt-br/assuntos/navegacao/afretamento/perguntas-frequentes-afretamento))

6. SEI/ANTAQ - 2649378 - Relatório de AIR Preliminar

   · The regulatory assessment reproduces statutory foreign-charter provisions involving authorization and unavailability of appropriately typed Brazilian-flag capacity; proposed changes are not treated as effective rules. ([gov.br](https://www.gov.br/antaq/pt-br/acesso-a-informacao/participacao-social/tomada-de-subsidio-xx.xx/SEI_ANTAQ2649378RelatriodeAIRPreliminar2.xx.xx.pdf))

7. DGS Shipping Development Branch Circular No. 35 of 2025 - Foreign-Flag Vessel Licensing Portal

   · The September xx.xx 2025 circular introduces an Indian licensing portal with Indian-vessel inquiries for right-of-first-refusal compliance, illustrating a distinct national framework within BRICS. ([dgshipping.gov.in](https://dgshipping.gov.in/WriteReadData/News/20250911055349876843OSDBranchCircular35of2025dt11092025.pdf))

8. Domestic Shipping Licensing

   · Malaysia's ministry describes domestic shipping as including relevant services in territorial waters and the exclusive economic zone, with DSL requirements and stated exemptions. ([mot.gov.my](https://www.mot.gov.my/en/maritime/operators-and-licenses/dsl))

9. National trade and customs laws and rules

   · The ASEAN repository organizes member-state trade and customs laws, including import, transit, restrictions and transportation-related provisions; it establishes transparency, not unrestricted vessel services. ([atr.asean.org](https://atr.asean.org/read/national-trade-and-customs-laws-and-rules/xx.xx))

10. Become a supplier

    · Aramco distinguishes GCC and wider Middle Eastern registration channels from international affiliate channels and describes its Saudi-focused iktva program. ([aramco.com](https://www.aramco.com/en/what-we-do/suppliers/become-a-supplier))

11. In-Country Value Creation

    · ADNOC describes ICV as a procurement-led UAE value-retention program evaluating domestic manufacturing, domestic third-party spending and Emiratization. ([adnoc.ae](https://adnoc.ae/en/empowering-people-and-driving-prosperity/creating-in-country-value))

12. Use a New Zealand STCW certificate in Australia

    · AMSA provides a trans-Tasman recognition pathway for eligible New Zealand STCW holders, preserving the primary certificate's limits, conditions and restrictions. ([amsa.gov.au](https://www.amsa.gov.au/qualifications-training/equivalent-qualifications-and-skill-recognition/recognition-new-zealand))

13. Recognition of Australian certificates

    · Maritime NZ requires recognition for relevant Australian certificate holders on New Zealand-flagged ships and explains that differing frameworks cannot grant greater original privileges. ([maritimenz.govt.nz](https://www.maritimenz.govt.nz/seafarers/getting-certified/recognition-of-foreign-certificates/recognition-of-australian-certificates/))

14. Agreement on Government Procurement - Coverage schedules
    - GPA coverage depends on the procuring entity, covered goods or services, applicable threshold and exceptions; the agreement does not govern every party's procurement. ([wto.org](https://www.wto.org/english/tratop_e/gproc_e/gp_app_agree_e.htm))
15. Agreement on Government Procurement - Parties and observers
    - WTO identifies Canada, Japan, the United Kingdom, the United States and the European Union among GPA parties, supporting a treaty-based public-procurement screen. ([wto.org](https://www.wto.org/english/tratop_e/gproc_e/memobs_e.htm))
16. Navigating NATO procurement
    - UK government guidance describes multiple NATO procurement entities, NSPA supplier registration and funding-specific eligibility rules, including rules affecting subcontractors. It does not establish an AHTS award. ([gov.uk](https://www.gov.uk/government/publications/navigating-nato-procurement/navigating-nato-procurement))

23.1. BRICS

Table 313. BRICS Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 314. BRICS Anchor Handling Towing Supply Vessel Market Size, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Africa	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 315. BRICS Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 316. BRICS Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 317. BRICS Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 318. BRICS Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 319. BRICS Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 320. BRICS Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 321. BRICS Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 322. BRICS Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 323. BRICS Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 324. BRICS Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 325. BRICS Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 326. BRICS Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 327. BRICS Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 328. BRICS Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 329. BRICS Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

23.2. NATO

Table 330. NATO Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Albania	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Belgium	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Bulgaria	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Croatia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Czech Republic	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Denmark	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Estonia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Finland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Greece	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Hungary	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A

Table 330 - continued

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Iceland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latvia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Lithuania	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Luxembourg	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Montenegro	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Netherlands	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North Macedonia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Norway	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Poland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Portugal	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Romania	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Slovakia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Slovenia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Sweden	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Turkey	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 331. NATO Anchor Handling Towing Supply Vessel Market Size, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
Albania	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Belgium	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Bulgaria	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Croatia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Czech Republic	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Denmark	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 331 - continued

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
Estonia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Finland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Greece	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Hungary	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Iceland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latvia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Lithuania	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Luxembourg	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Montenegro	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Netherlands	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
North Macedonia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Norway	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Poland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Portugal	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Romania	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Slovakia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Slovenia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Sweden	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Turkey	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 332. NATO Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 333. NATO Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 334. NATO Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 335. NATO Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 336. NATO Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 337. NATO Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 338. NATO Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 339. NATO Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 340. NATO Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 341. NATO Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 342. NATO Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 343. NATO Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 344. NATO Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 345. NATO Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 346. NATO Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

23.3. ASEAN

Table 347. ASEAN Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Brunei	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Cambodia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Indonesia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Lao People's Democratic Republic	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Malaysia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Myanmar	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Philippines	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Singapore	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Thailand	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vietnam	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 348. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
Brunei	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Cambodia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Indonesia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Lao People's Democratic Republic	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Malaysia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Myanmar	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Philippines	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Singapore	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Thailand	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vietnam	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 349. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 350. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 351. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 352. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 353. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 354. ASEAN Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 355. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 356. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 357. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 358. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 359. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 360. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 361. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 362. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 363. ASEAN Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

23.4. GCC

Table 364. GCC Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Bahrain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Kuwait	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oman	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Qatar	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Saudi Arabia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Arab Emirates	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 365. GCC Anchor Handling Towing Supply Vessel Market Size, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
Bahrain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Kuwait	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oman	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Qatar	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Saudi Arabia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Arab Emirates	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 366. GCC Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 367. GCC Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 368. GCC Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 369. GCC Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 370. GCC Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 371. GCC Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 372. GCC Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 373. GCC Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 374. GCC Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 375. GCC Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 376. GCC Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 377. GCC Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 378. GCC Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 379. GCC Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 380. GCC Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

23.5. G7

Table 381. G7 Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 382. G7 Anchor Handling Towing Supply Vessel Market Size, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 383. G7 Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 384. G7 Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 385. G7 Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 386. G7 Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 387. G7 Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 388. G7 Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 389. G7 Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 390. G7 Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 391. G7 Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 392. G7 Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 393. G7 Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 394. G7 Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 395. G7 Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 396. G7 Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 397. G7 Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

23.6. European Union

Table 398. European Union Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Austria	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Belgium	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Bulgaria	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Croatia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Cyprus	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Czech Republic	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Denmark	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Estonia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Finland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Greece	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Hungary	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Ireland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latvia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Lithuania	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Luxembourg	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Malta	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Netherlands	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Poland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Portugal	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Romania	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Slovakia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Slovenia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Sweden	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 399. European Union Anchor Handling Towing Supply Vessel Market Size, by Group, 2017-2032 (USD Thousand)

Group	2023	2024	2025	2026	2027	2032	CAGR (%)
Austria	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Belgium	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Bulgaria	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Croatia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Cyprus	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Czech Republic	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Denmark	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Estonia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Finland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Greece	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Hungary	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Ireland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Latvia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Lithuania	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Luxembourg	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Malta	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Netherlands	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Poland	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Portugal	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Romania	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Slovakia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	N/A
Slovenia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Sweden	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx

Table 400. European Union Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 401. European Union Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 402. European Union Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 403. European Union Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 404. European Union Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 405. European Union Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 406. European Union Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 407. European Union Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 408. European Union Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 409. European Union Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 410. European Union Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 411. European Union Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 412. European Union Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 413. European Union Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 414. European Union Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24. Anchor Handling Towing Supply Vessel Market, by Country

In the United States, a combined AHTS package may require separate assessments of merchandise transportation and towing. ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ Other AHTS activities should not be declared prohibited merely because these particular restrictions exist.

▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ Canadian eligible capacity avoids reliance on the foreign-vessel licensing determination, but not customer acceptance or delivery obligations. The relevant monitoring signal is the suitability-and-availability determination, not a foreign vessel's technical specification alone.

In Brazil, the authorized Empresa Brasileira de Navegação, or EBN, is an important contracting and administrative interface. ANTAQ's guidance distinguishes charter authorization from the availability consultation for the proposed transport or support activity. ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪

India's September xx.xx 2025 DGS circular introduced an online foreign-vessel licensing process with an Indian-vessel inquiry route for right-of-first-refusal compliance. ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ Winning a tender should not be treated as completion of the separate licensing requirement; the applicable framework must be confirmed before mobilization.

Malaysia and Australia demonstrate why a common cabotage assumption is unsuitable. ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ An

exemption under that particular Australian instrument does not resolve all other approvals, while a Malaysian equipment-import arrangement does not itself authorize vessel services.

Saudi Arabian and UAE customer access requires buyer-specific diligence. Aramco states that supplier registration and qualification do not guarantee business; a prospective operator should establish the relevant service need before committing assets to an anticipated award. ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■ ■■■■■■ ■■■■■■■■■■■ ■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■ ■■ ■■■■■ ■■ ■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■

■■ ■■■■■■■■ ■ ■■■■■■■■■■■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■ ■■■■ ■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■ Delegated local management may contribute delivery capability, but cannot replace the required owner, registry and authority decisions. The alternative ownership route carries a different asset-control commitment.

Figure 52. Global Anchor Handling Towing Supply Vessel Market Size, by Country, 2025 vs 2032 (%)

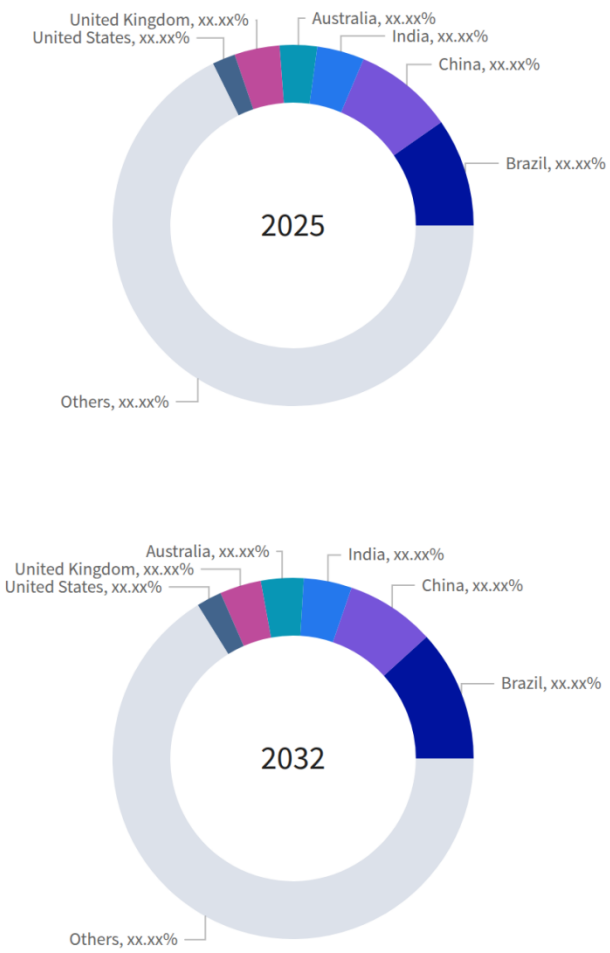

Figure 53. Global Anchor Handling Towing Supply Vessel Market Size, by Country, 2025 vs 2026 vs 2032

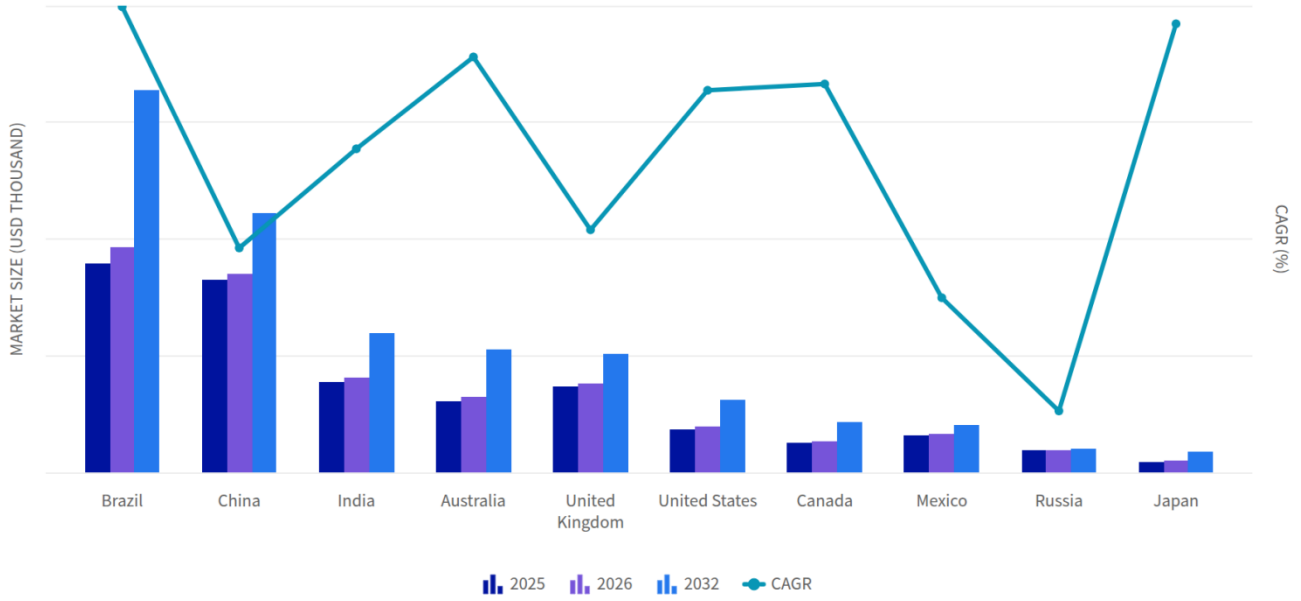

Figure 54. Global Anchor Handling Towing Supply Vessel Market, Forecast growth by country, 2025-2032 (CAGR %)

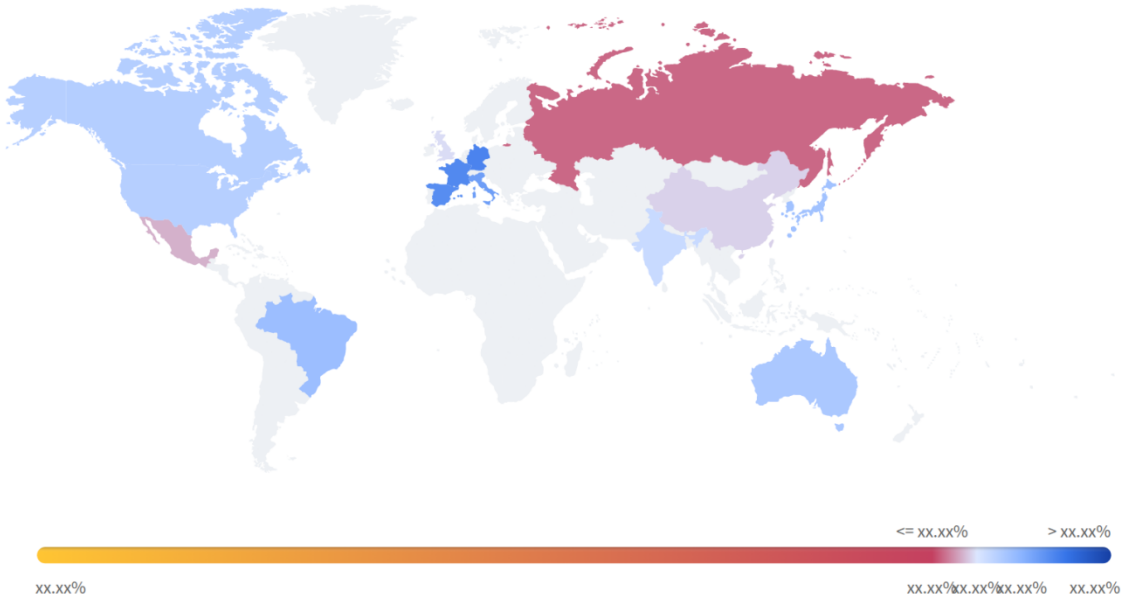

Table 415. Global Anchor Handling Towing Supply Vessel Market, by Country growth contribution, 2025-2032

Category	2025 value (USD Thousand)	2032 value (USD Thousand)	Added value (USD Thousand)	2025 share (%)	2032 share (%)	Change (pp)	Growth share (%)	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unallocated / remaining scope	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Scope total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 416. Global Anchor Handling Towing Supply Vessel Market Size, by Country, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Brazil	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Canada	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
China	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
France	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Germany	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
India	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Italy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Japan	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mexico	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Russia	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
South Korea	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Spain	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United Kingdom	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
United States	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Sources & Evidence

1. 46 U.S.C. §55102 - Transportation of merchandise
   · Section xx.xx applies to covered merchandise transportation between applicable U.S. points, subject to its stated scope and exceptions. Intermediary appointment does not satisfy vessel requirements. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55102.pdf))
2. 46 U.S.C. §55111 - Towing
   · Section xx.xx addresses specified towing and includes defined exceptions; its vessel conditions require separate assessment from the transport package. ([govinfo.gov](https://www.govinfo.gov/content/pkg/USCODE-2024-title46/pdf/USCODE-2024-title46-subtitleV-partD-chap551-sec55111.pdf))
3. Coasting trade in Canada
   · Foreign-vessel licensing includes a suitable-and-available Canadian-vessel determination, customs arrangements, valid certificates and safety requirements. ([tc.canada.ca](https://tc.canada.ca/en/marine-transportation/vessel-licensing-registration/coasting-trade/coasting-trade-canada))
4. Perguntas Frequentes - Afretamento
   · ANTAQ identifies EBN access to the charter-management system and distinguishes authorization from the domestic-availability consultation for proposed transport or support. ([gov.br](https://www.gov.br/antaq/pt-br/assuntos/navegacao/afretamento/perguntas-frequentes-afretamento))

5. SEI/ANTAQ - 2649378 - Relatório de AIR Preliminar
   · The document corroborates relevant authorization and domestic-availability conditions for maritime-support charters, supporting conditional EBN-route assessment rather than a universal foreign-vessel prohibition. ([gov.br](https://www.gov.br/antaq/pt-br/acesso-a-informacao/participacao-social/tomada-de-subsidio-xx.xx/SEI_ANTAQ2649378RelatriodeAIRPreliminar2.xx.xx.pdf))
6. DGS Shipping Development Branch Circular No. 35 of 2025 - Foreign-Flag Vessel Licensing Portal
   · DGS distinguishes portal inquiries from commercial negotiations and addresses applications following global tender selection where right-of-first-refusal compliance is ensured. ([dgshipping.gov.in](https://dgshipping.gov.in/WriteReadData/News/20250911055349876843OSDBranchCircular35of2025dt11092025.pdf))
7. Domestic Shipping Licensing
   · The Malaysian service boundary requires assessment independently of equipment movement or another country's vessel exemptions. ([mot.gov.my](https://www.mot.gov.my/en/maritime/operators-and-licenses/dsl))
8. Become a supplier
   · Aramco requires supplier registration and qualification but explicitly states that these do not guarantee future business. ([aramco.com](https://www.aramco.com/en/what-we-do/suppliers/become-a-supplier))
9. In-Country Value Creation
   · The stated UAE evaluation dimensions support distinguishing local-value assessment from technical vessel capability and another buyer's program. ([adnoc.ae](https://adnoc.ae/en/empowering-people-and-driving-prosperity/creating-in-country-value))
10. Cabotage Registration
    · Bareboat requirements include a charterparty, owner and original-registry consent, registry suspension, crew declarations and applicable waiver documentation. ([nimasa.gov.ng](https://nimasa.gov.ng/what-we-do/ship-registration/cabotage-registration/))
11. Coastal trading frequently asked questions
    · Australian Coastal Trading guidance lists offshore-industry vessels and tugboats among exempt vessel types; that exemption concerns this particular instrument. ([infrastructure.gov.au](https://www.infrastructure.gov.au/infrastructure-transport-vehicles/maritime/maritime-business/coastal-trading/faq))

24.1. Brazil

Table 417. Brazil Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Brazil	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 418. Brazil Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 419. Brazil Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 420. Brazil Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 421. Brazil Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 422. Brazil Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 423. Brazil Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 424. Brazil Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 425. Brazil Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 426. Brazil Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 427. Brazil Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 428. Brazil Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 429. Brazil Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 430. Brazil Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 431. Brazil Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 432. Brazil Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.2. China

Table 433. China Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
China	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 434. China Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 435. China Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 436. China Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 437. China Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 438. China Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 439. China Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 440. China Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 441. China Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 442. China Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 443. China Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 444. China Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 445. China Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 446. China Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 447. China Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 448. China Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.3. India

Table 449. India Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
India	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 450. India Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 451. India Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 452. India Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 453. India Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 454. India Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 455. India Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 456. India Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 457. India Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 458. India Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 459. India Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 460. India Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 461. India Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 462. India Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 463. India Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 464. India Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.4. United Kingdom

Table 465. United Kingdom Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
United Kingdom	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 466. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 467. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 468. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 469. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 470. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 471. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 472. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 473. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 474. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 475. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 476. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 477. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 478. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 479. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 480. United Kingdom Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.5. Australia

Table 481. Australia Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Australia	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 482. Australia Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 483. Australia Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 484. Australia Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 485. Australia Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 486. Australia Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 487. Australia Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 488. Australia Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 489. Australia Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 490. Australia Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 491. Australia Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 492. Australia Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 493. Australia Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 494. Australia Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 495. Australia Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 496. Australia Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.6. United States

Table 497. United States Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
United States	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 498. United States Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 499. United States Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 500. United States Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 501. United States Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 502. United States Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 503. United States Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 504. United States Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 505. United States Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 506. United States Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 507. United States Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 508. United States Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 509. United States Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 510. United States Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 511. United States Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 512. United States Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.7. Mexico

Table 513. Mexico Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Mexico	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 514. Mexico Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 515. Mexico Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 516. Mexico Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 517. Mexico Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 518. Mexico Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 519. Mexico Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 520. Mexico Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 521. Mexico Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 522. Mexico Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 523. Mexico Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 524. Mexico Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 525. Mexico Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 526. Mexico Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 527. Mexico Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 528. Mexico Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.8. Canada

Table 529. Canada Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Canada	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 530. Canada Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 531. Canada Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 532. Canada Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 533. Canada Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 534. Canada Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 535. Canada Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 536. Canada Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 537. Canada Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 538. Canada Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 539. Canada Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 540. Canada Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 541. Canada Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 542. Canada Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 543. Canada Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 544. Canada Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.9. Russia

Table 545. Russia Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Russia	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 546. Russia Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 547. Russia Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 548. Russia Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 549. Russia Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 550. Russia Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 551. Russia Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 552. Russia Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 553. Russia Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 554. Russia Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 555. Russia Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 556. Russia Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 557. Russia Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 558. Russia Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 559. Russia Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 560. Russia Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.10. Japan

Table 561. Japan Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Japan	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 562. Japan Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 563. Japan Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 564. Japan Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 565. Japan Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 566. Japan Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 567. Japan Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 568. Japan Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 569. Japan Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 570. Japan Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 571. Japan Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 572. Japan Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 573. Japan Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 574. Japan Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 575. Japan Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 576. Japan Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.11. South Korea

Table 577. South Korea Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
South Korea	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 578. South Korea Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 579. South Korea Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 580. South Korea Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 581. South Korea Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 582. South Korea Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 583. South Korea Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 584. South Korea Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 585. South Korea Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 586. South Korea Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 587. South Korea Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 588. South Korea Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 589. South Korea Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 590. South Korea Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 591. South Korea Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 592. South Korea Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.12. France

Table 593. France Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
France	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 594. France Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 595. France Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 596. France Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 597. France Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 598. France Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 599. France Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 600. France Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 601. France Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 602. France Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 603. France Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 604. France Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 605. France Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 606. France Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 607. France Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 608. France Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.13. Germany

Table 609. Germany Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Germany	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 610. Germany Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 611. Germany Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 612. Germany Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 613. Germany Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 614. Germany Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 615. Germany Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 616. Germany Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 617. Germany Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 618. Germany Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 619. Germany Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 620. Germany Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 621. Germany Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 622. Germany Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 623. Germany Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 624. Germany Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.14. Italy

Table 625. Italy Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Italy	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 626. Italy Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 627. Italy Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 628. Italy Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 629. Italy Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 630. Italy Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 631. Italy Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 632. Italy Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 633. Italy Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 634. Italy Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 635. Italy Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 636. Italy Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 637. Italy Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 638. Italy Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 639. Italy Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 640. Italy Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

24.15. Spain

Table 641. Spain Anchor Handling Towing Supply Vessel Market Size, 2017-2032 (USD Thousand)

Country	2023	2024	2025	2026	2027	2032	CAGR (%)
Spain	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 642. Spain Anchor Handling Towing Supply Vessel Market Size, by Commercial Offering, 2017-2032 (USD Thousand)

Commercial Offering	2023	2024	2025	2026	2027	2032	CAGR (%)
Existing Vessel Sales	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Newbuild Vessel Supply	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Capacity Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 643. Spain Anchor Handling Towing Supply Vessel Market Size, by Propulsion Architecture, 2017-2032 (USD Thousand)

Propulsion Architecture	2023	2024	2025	2026	2027	2032	CAGR (%)
Combined Mechanical-Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Mechanical Drive	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 644. Spain Anchor Handling Towing Supply Vessel Market Size, by Fuel Capability, 2017-2032 (USD Thousand)

Fuel Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Alternative-fuel Capable	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Conventional Liquid-fuel Only	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 645. Spain Anchor Handling Towing Supply Vessel Market Size, by Dynamic Positioning Class, 2017-2032 (USD Thousand)

Dynamic Positioning Class	2023	2024	2025	2026	2027	2032	CAGR (%)
Class xx.xx Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
DP Class xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Non-DP	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 646. Spain Anchor Handling Towing Supply Vessel Market Size, by Primary Mission, 2017-2032 (USD Thousand)

Primary Mission	2023	2024	2025	2026	2027	2032	CAGR (%)
Anchor Handling & Mooring	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Environmental Cleanup	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Ice Management & Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Construction & Intervention Support	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Standby & Emergency Response	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Supply & Logistics	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Survey, Inspection & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Towage & Positioning	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 647. Spain Anchor Handling Towing Supply Vessel Market Size, by End-use Industry, 2017-2032 (USD Thousand)

End-use Industry	2023	2024	2025	2026	2027	2032	CAGR (%)
Aquaculture	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Defense & Security	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Electric Power Transmission	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Marine Science & Research	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Maritime Safety & Environmental Protection	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Mining	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore Renewable Energy	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Oil & Gas	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Shipping & Port Infrastructure	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Telecommunications	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 648. Spain Anchor Handling Towing Supply Vessel Market Size, by Contracting Buyer, 2017-2032 (USD Thousand)

Contracting Buyer	2023	2024	2025	2026	2027	2032	CAGR (%)
Asset Owners & Project Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Offshore & Marine Service Contractors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Public Maritime Authorities	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Research & Environmental Project Sponsors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Investors & Lessors	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel Owners & Operators	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 649. Spain Anchor Handling Towing Supply Vessel Market Size, by Charter Delivery Model, 2017-2032 (USD Thousand)

Charter Delivery Model	2023	2024	2025	2026	2027	2032	CAGR (%)
Bareboat Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Crewed Vessel Charter	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Vessel-service Contract	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 650. Spain Anchor Handling Towing Supply Vessel Market Size, by Charter Commitment, 2017-2032 (USD Thousand)

Charter Commitment	2023	2024	2025	2026	2027	2032	CAGR (%)
Spot and Task Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Term Hire	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Others	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 651. Spain Anchor Handling Towing Supply Vessel Market Size, by Contracting Channel, 2017-2032 (USD Thousand)

Contracting Channel	2023	2024	2025	2026	2027	2032	CAGR (%)
Broker-assisted Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Direct Contracting	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 652. Spain Anchor Handling Towing Supply Vessel Market Size, by Bollard Pull, 2017-2032 (USD Thousand)

Bollard Pull	2023	2024	2025	2026	2027	2032	CAGR (%)
High Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Bollard Pull	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 653. Spain Anchor Handling Towing Supply Vessel Market Size, by Installed Propulsion Power, 2017-2032 (USD Thousand)

Installed Propulsion Power	2023	2024	2025	2026	2027	2032	CAGR (%)
High Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Propulsion Power	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 654. Spain Anchor Handling Towing Supply Vessel Market Size, by Deadweight Capacity, 2017-2032 (USD Thousand)

Deadweight Capacity	2023	2024	2025	2026	2027	2032	CAGR (%)
High Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Low Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Medium Deadweight	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 655. Spain Anchor Handling Towing Supply Vessel Market Size, by Ice Capability, 2017-2032 (USD Thousand)

Ice Capability	2023	2024	2025	2026	2027	2032	CAGR (%)
Ice-strengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Icebreaking	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Unstrengthened	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

Table 656. Spain Anchor Handling Towing Supply Vessel Market Size, by Battery Integration, 2017-2032 (USD Thousand)

Battery Integration	2023	2024	2025	2026	2027	2032	CAGR (%)
Battery-integrated Power Systems	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Power Systems Without Integrated Batteries	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx	xx.xx
Total	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**	**xx.xx**

25. Competitive Landscape

25.1. Market Share Analysis, 2025

AHTS account access depends on a qualified vessel-and-delivery proposal, not supplier prominence. ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ Incumbents should preserve the documentation and delivery continuity supporting customer acceptance, while challengers need a credible nomination and applicable operating arrangements before competing for the same account.

Integrated execution creates a different competitive alternative from vessel capacity alone. ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ Switching between these routes changes the responsibilities purchased, not merely the supplier name.

▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ Delegation trades direct employment control for specified supporting capabilities. Direct entry is preferable where the owner already possesses the required organization and can independently satisfy the assignment's access conditions.

Figure 55. Global Anchor Handling Towing Supply Vessel Market Share, by Key Player, 2025

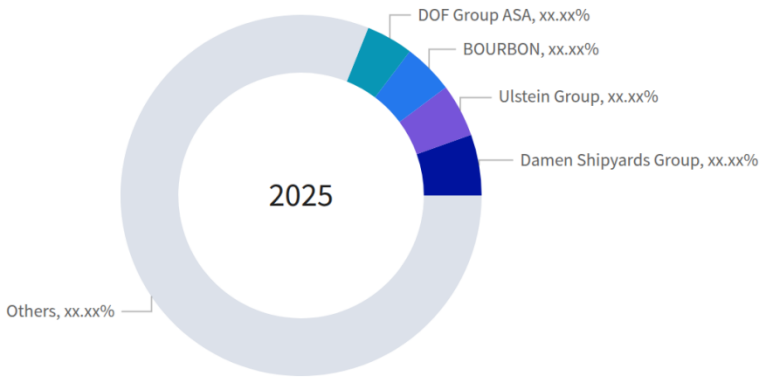

Table 657. Global Anchor Handling Towing Supply Vessel Market Share, by Key Player, 2025

Key Player	Share (%)
Ariosh	xx.xx
Atlantic Towing Limited	xx.xx
Bhagwan Marine	xx.xx
BOA Offshore	xx.xx
Boskalis	xx.xx
BOURBON	xx.xx
Bourbon Guyana	xx.xx
Breakwater Group	xx.xx
Camorim	xx.xx
Caspian Marine Services B.V.	xx.xx
China Oilfield Services Limited	xx.xx
Coremar	xx.xx
Cyan Renewables	xx.xx
Damen Shipyards Group	xx.xx
DDW Offshore AS	xx.xx
DOF Group ASA	xx.xx
Eastern Navigation Pte Ltd	xx.xx
Eastern Shipbuilding Group, Inc.	xx.xx
EDT Offshore	xx.xx
GAC Marine	xx.xx
Greatship (India) Limited	xx.xx

Table 657 - continued

Key Player	Share (%)
Green Offshore SAC	xx.xx
GSP Offshore	xx.xx
Horizon Maritime Services Ltd.	xx.xx
Island Offshore	xx.xx
JD-Contractor A/S	xx.xx
Maast Maritime Kenya Ltd.	xx.xx
Marco Polo Marine	xx.xx
Maridive	xx.xx
Marnavi	xx.xx
Max Marine Group	xx.xx
MCT Inc.	xx.xx
Milaha	xx.xx
Nam Cheong Limited	xx.xx
Nantong CIMC Sinopacific Offshore & Engineering Co., Ltd.	xx.xx
PACC Offshore Services Holdings Ltd.	xx.xx
PT Logindo Samudramakmur Tbk	xx.xx
PT Pelayaran Nasional Ekalya Purnamasari Tbk	xx.xx

Table 657 - continued

Key Player	Share (%)
PT Sillo Maritime Perdana Tbk	xx.xx
Seal Offshore Inc.	xx.xx
Seacontractors	xx.xx
Sealink International Berhad	xx.xx
Shipping Corporation of India	xx.xx
Siem Offshore AS	xx.xx
Solstad Maritime ASA	xx.xx
Solstad Offshore ASA	xx.xx
Starzs Investments Company Limited	xx.xx
Tidewater Inc.	xx.xx
Ulstein Group	xx.xx
Vantris Energy Berhad	xx.xx
Vard Group AS	xx.xx
West African Ventures Limited	xx.xx
World Carrier Shipmanagement	xx.xx
Others	xx.xx

Sources & Evidence

1. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   · Tidewater identifies regional operations and delivery through subsidiaries and joint ventures. Its competitive factors include vessel suitability, availability, safety, mobilization and national flag preference. These disclosures support nomination-specific account-access analysis, not a leadership claim. ([sec.gov](https://www.sec.gov/Archives/edgar/data/xx.xx/xx.xx/tdw20251231_10k.htm))
2. Marine Services
   · Boskalis offers anchor and mooring installation, positioning and floating-facility services with in-house engineering and project management. Its page distinguishes chartering enquiries from integrated-solution enquiries. ([boskalis.com](https://boskalis.com/activities/offshore-energy/marine-services))
3. Anchor Handling Towing Supply Vessels - Tidewater
   · Tidewater markets AHTS with experienced crews for towing, anchor handling, rig support and cargo transport, and describes differing power, size and capacity configurations. ([tdw.com](https://www.tdw.com/services-fleet/tidewater-marine/fleet/anchor-handling-towing-supply-vessels/))
4. Anchor Handling Tug Supply Vessels (AHTS) | Bourbon
   · BOURBON markets anchoring, platform positioning, towing and supply functions for continental-shelf and deepwater environments, with vessel-specific technical sheets. The catalog does not establish uniform qualification or current ownership of every displayed hull. ([bourbonoffshore.com](https://www.bourbonoffshore.com/en/fleet/AHTS))
5. Tow, mooring, & repair | DOF
   · DOF markets towing, mooring installation, commissioning and related field-production support within its integrated subsea services. This establishes offered service scope, not the inclusions of every charter. ([dof.com](https://www.dof.com/services/tow-mooring-installation-and-repair))

6. DOF completes acquisition of Maersk Supply Service
   · DOF identifies vessel management, project management, engineering and vessel operations among its business capabilities, supporting evaluation of an expressly scoped integrated package. ([dof.com](https://www.dof.com/news/dof-completes-acquisition-of-maersk-supply-service))
7. Zamil Offshore - Marine Services
   · Zamil describes chartering vessels internationally and rechartering them to Saudi Aramco, alongside in-house maintenance and repair resources. This supports a conditional customer-facing route, not guaranteed acceptance or employment. ([zamiloffshore.com](https://www.zamiloffshore.com/page/marine/Services))
8. Cross-Chartering & Vessel Management - Stanford Marine
   · Stanford offers third-party commercial and technical vessel management and states that third-party systems must be compatible with its management system and end-user requirements. ([stanford-marine.com](https://stanford-marine.com/cross-chartering-vessel-management/))

25.2. Market Concentration Analysis, 2025

[illegible] These relationships have different competitive meanings: common ownership and coordinated employment, shared safety management, and delegated operation should not be conflated. Buyers should map each offer to its physical vessel, controlling principal and booking authority before treating proposals as independent alternatives or sources of counterparty diversification.

Existing employment is another control point. [illegible] Dedicated service continuity benefits the existing customer but can restrict redeployment flexibility.

[illegible] Contracting should establish software and documentation access, warranty boundaries and replacement-unit commitments. This is a configuration-specific source of potential supplier leverage, not evidence of universal exclusivity or an industry-wide concentration classification.

Sources & Evidence

1. Anchor handling tug supply (AHTS) vessel
   · Kongsberg offers integrated AHTS propulsion, deck machinery, positioning and automation, together with diagnostics, assistance, upgrades and lifecycle services. Supplier-dependency analysis is conditional on the contracted installation and support arrangement. ([kongsbergmaritime.com](https://www.kongsbergmaritime.com/segments/offshore-wind/ahts-vessel/))
2. Viking Supply Ships AB Annual Report 2025
   · Viking's annual report identifies Kistefos as the majority owner of both Viking and Sea1 and documents shared commercial and technical management and an AHTS revenue-sharing arrangement. This supports distinguishing coordinated commercial control from separate company names. ([storage.mfn.se](https://storage.mfn.se/56a1b6a7-08ce-43d9-96a3-ba09d128b3ca/annual-report-2025.pdf))
3. Our Services | Atlantic Towing
   · Atlantic Towing identifies Atlantic Eagle and Atlantic Raven as AHTS under long-term Canadian Coast Guard contracts off British Columbia. Release and substitution checks are commercial implications, not disclosed spare-capacity commitments. ([atlantictowing.com](https://www.atlantictowing.com/en/our-services/))
4. Solstad Maritime ASA
   · Solstad identifies Offshore and Maritime as separate shipowning structures with different ownership arrangements and states that Maritime-owned Solstad Shipping holds the Document of Compliance for vessels owned or controlled by the Solstad companies. ([solstad.com](https://www.solstad.com/solstad-maritime/))
5. SIEM Shipping Completes Offshore Fleet Transition to Aurora Offshore
   · Siem's July xx.xx 2025 announcement confirms completion of the offshore fleet's operational transfer to Aurora, including AHTS vessels, while expressly retaining ownership. It establishes management delegation rather than an asset sale. ([siemshipping.com](https://www.siemshipping.com/news/siem-shipping-completes-offshore-fleet-transition-to-aurora-offshore-xx.xx/))
6. Emergency Towing Vessel Contract Awarded to Marnavi Spa - HM Coastguard
   · The Maritime & Coastguard Agency's award identifies Marnavi's Ievoli Black emergency-towing service through 2028 and requires UK flagging and an all-UK crew. The service commitment supports assignment-specific release diligence. ([hmcoastguard.uk](https://hmcoastguard.uk/news/emergency-towing-vessel-contract-awarded-marnavi-spa))
7. Thruster Support Pool (TSP) | Cutting downtime for thruster maintenance - Kongsberg Maritime
   · Kongsberg's Thruster Support Pool offers refurbished replacement units, lists supported model families and directs customers to check availability of other units. This supports model-specific rather than universal replacement access. ([kongsbergmaritime.com](https://www.kongsbergmaritime.com/support/thruster-support-pool/))

25.3. Recent Developments & Impact Analysis, 2025

Completed transactions have changed regional capacity attribution without creating a single interchangeable global supplier pool. ■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■ ■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■ ■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■■■■ Ownership notices should trigger an updated vessel-control and responsibility schedule before renewal or a new award.

[illegible] Corporate completion establishes the changed business perimeter, not realized integration benefits, universal mission equivalence or uncommitted capacity. Separate specialist awards remain defensible where substitution freedom matters more than a consolidated interface.

The 2020 Bulkers acquisition platform and DDW's owned-fleet exit illustrate redistribution of existing assets rather than automatic additional physical supply. The October xx.xx 2026 transaction update confirmed completed AHTS-related corporate acquisitions while distinguishing purchases still awaiting delivery. [illegible] Before committing, owners should establish the accountable builder, approved configuration, handover milestones and regional support obligations. A buyer facing a firm near-term start requirement needs separately documented operating capacity rather than relying on construction progress.

[illegible] A compliant existing vessel can therefore remain a viable alternative to replacement, while an acquired hull can still have unresolved equipment permissions. Owners should connect employment commitments with the applicable survey and documentation position; charterers should verify permission to perform the contracted task, not infer readiness from ownership transfer or hull availability.

Sources & Evidence

1. New safety requirements from 1 January 2026 for anchor handling winches and associated equipment
   · DNV distinguishes requirements effective January xx.xx 2026 for newbuild delivery and new equipment installation from the applicable renewal-survey transition for existing equipment. It explains that deficiencies can suspend equipment use without suspending the vessel. This supports comparing task readiness separately from hull ownership or replacement. ([dnv.com](https://www.dnv.com/news/2025/new-safety-requirements-from-xx.xx-january-2026-for-anchor-handling-winches-and-associated-equipment/))
2. MLOG S.A. - Material Facts, March 20, 2026
   · MLog's mandatory notice confirms completion on March xx.xx 2026 of the acquisition of BOURBON's remaining ABN interest and states that MLog became its sole shareholder. This supersedes the former joint-ownership attribution. ([ir.mlog.com.br](https://ir.mlog.com.br/wp-content/uploads/2026/xx.xx/FR-2026-xx.xx-xx.xx-Closing-Bourbon-stake-at-ABN.pdf))
3. DOF completes acquisition of Maersk Supply Service
   · DOF confirms completion of the Maersk Supply Service acquisition on November xx.xx 2024, expressly excluding the Brazilian operations. The exclusion supports separate regional capacity attribution. ([dof.com](https://www.dof.com/news/dof-completes-acquisition-of-maersk-supply-service))
4. OceanPact CBO: Business Combination Expands Operating Capabilities and Strengthens Leadership in the Maritime Sector
   · OceanPact's September xx.xx completion communication states that the CBO combination followed final CADE clearance and fulfillment of other conditions precedent, with the navigation unit renamed OceanPact CBO. Integration benefits are company expectations rather than verified outcomes. ([oceanpact.com](https://oceanpact.com/en/oceanpact-cbo-business-combination-expands-operating-capabilities-and-strengthens-leadership-in-the-maritime-sector/))
5. OceanPact CBO - Fleet and Navigation Business
   · The OceanPact CBO catalog separately identifies AHTS, AHTS-TO terminal-support vessels, environmental-response, ROV-support and research vessels, supporting asset-specific package boundaries. ([oceanpact.com](https://oceanpact.com/unidades/oceanpact-cbo/))
6. 2020 Bulkers Ltd. (2020) - Transaction Update
   · The October xx.xx 2026 update confirms completed AHTS-related corporate acquisitions while separating purchases still awaiting physical delivery. The publication does not treat those pending purchases as delivered capacity. ([2020bulkers.com](https://2020bulkers.com/mfn_news/2020-bulkers-ltd-2020-transaction-update/))
7. 2020 Bulkers Ltd. (2020) - Issuance of Consideration Shares for Anchor Australia AS
   · The October xx.xx 2026 announcement confirms delivery of Anchor Australia shares into the acquiring group. It establishes a corporate transfer distinct from the October xx.xx vessel handover. ([2020bulkers.com](https://2020bulkers.com/mfn_news/2020-bulkers-ltd-2020-issuance-of-consideration-shares-for-anchor-australia-as/))
8. Jianglong Shipbuilding Held Keel-Laying Ceremony for SPA65 AHTS Vessel
   · Jianglong's September xx.xx 2026 announcement reports SPA65 AHTS keel laying and describes electric propulsion and DP Class xx.xx. It establishes construction progress and an advertised configuration, not completed handover or operating acceptance. ([jianglong.cn](https://www.jianglong.cn/en/jianglongshipbuildingholdskeel-n1336.html))
9. Akastor ASA: Sale of “Skandi Peregrino” by DDW Offshore
   · Akastor's mandatory October xx.xx 2026 disclosure confirms completion of DDW's Skandi Peregrino sale and states that it was DDW's final vessel disposal. This establishes the owned-fleet exit, not cessation of every possible third-party service. ([akastor.com](https://www.akastor.com/pressreleases/akastor-asa-sale-of-skandi-peregrino-by-ddw-offshore-5ffbf48e))

10. 2020 Bulkers Ltd. (2020) - Board Resolution to Approve the Issuance of Consideration Shares
• The buyer's October xx.xx 2026 disclosure confirms delivery of Skandi Peregrino to Anchor Australia that day and separately identifies the subsequent corporate share acquisition. ([2020bulkers.com](https://2020bulkers.com/mfn_news/2020-bulkers-ltd-2020-board-resolution-to-approve-the-issuance-of-consideration-shares/))

25.4. Product Portfolio Analysis, 2025

AHTS portfolios offer different procurement routes, not interchangeable forms of vessel access. [redacted] Independent specification control adds coordination responsibilities; a consolidated package is useful only where the contractor accepts the corresponding delivery obligations.

Existing-vessel acquisition and modification provide alternatives to a fresh specification. [redacted] Design or repair services remain supporting inputs rather than separate finished-vessel offerings.

Power-system differentiation requires more precision than a hybrid label. Damen offers hybrid propulsion as an option, whereas Royal IHC markets floating-wind AHTS designs with methanol-ready, battery-assisted propulsion characteristics. [redacted]

[redacted] Additional equipment is valuable when it

replaces separately needed functions, but can add unnecessary dependencies for a simpler assignment. Portfolio breadth should therefore inform the package requested, not substitute for qualification of the nominated vessel.

Sources & Evidence

1. Anchor handling tug supply vessel (AHTS)
   · Royal IHC markets purpose-designed floating-wind AHTS with methanol-ready and battery-hybrid propulsion characteristics. These are advertised design attributes rather than independently demonstrated operating outcomes. ([royalihc.com](https://www.royalihc.com/offshore-energy/offshore-vessels/floating-wind-vessels/anchor-handling-tug-supply-vessel-ahts))
2. What we do - Viking Supply Ships
   · Viking describes ice-classed AHTS, harsh-environment offshore activity and ice-management capability. These offerings support a specialist comparison, not universal polar qualification. ([vikingsupply.com](https://www.vikingsupply.com/what-we-do))
3. Anchor Handling Tug Supply Vessels - AHTS ship - Damen
   · Damen offers an AHTS model family for anchor handling, towage, cargo transportation and firefighting, with expanded duties on request and hybrid propulsion as an option. ([damen.com](https://www.damen.com/vessels/offshore/ahts?view=models))
4. VARD 2 09 Efficient AHTS - VARD
   · VARD xx.xx xx.xx is presented as a transit-oriented anchor-handler design for long-range and conventional anchor-handling operations. This supports employment-profile comparison rather than a general performance ranking. ([vard.com](https://www.vard.com/ship-design/vard-xx.xx-series/vard-xx.xx-xx.xx-efficient-ahts))
5. VARD 2 11 Medium Size AH for Deep Water - VARD
   · VARD xx.xx xx.xx is presented as specialized for pre-mooring and deepwater work with under-deck fiber-rope storage. This distinguishes its mission emphasis from VARD xx.xx xx.xx. ([vard.com](https://www.vard.com/ship-design/vard-xx.xx-series/vard-xx.xx-xx.xx-medium-size-ah-for-deep-water))
6. L-LARS installation on Odin Viking for Sea1 Offshore | Ulstein Group
   · Ulstein reports completed launch-and-recovery-system installation and associated maintenance on the AHTS Odin Viking, with the vessel ready again on March xx.xx 2025. The example establishes an equipment-upgrade route, not general conversion feasibility or duration. ([ulstein.com](https://ulstein.com/news/sea1-offshore-chooses-ulstein-for-l-lars-installation))
7. 2020 Bulkers Ltd. (2020) - Transaction Update
   · The October xx.xx 2026 update confirms completed acquisitions involving existing vessel-holding companies and distinguishes additional purchases awaiting delivery. It supports existing-asset access as distinct from new vessel construction. ([2020bulkers.com](https://2020bulkers.com/mfn_news/2020-bulkers-ltd-2020-transaction-update/))
8. MV ISLAND VANGUARD
   · Island Vanguard's particulars describe an AHTS/light-construction vessel with DP Class xx.xx integrated work-class ROV support and complementary subsea equipment. ([islandoffshore.com](https://www.islandoffshore.com/vessel/mv-island-vanguard))
9. Anchor Handlling - Salt Ship Design
   · Salt's anchor-handling portfolio provides AHTS design references built by a separately identified yard, supporting a distinct designer-builder procurement interface. ([saltship.com](https://www.saltship.com/anchor-handling))
10. Services - Salt Ship Design
    · Salt offers conceptual design, shipyard tender packages and support, basic and detailed design, project follow-up, site support and advice for vessel modification. These are engineering mandates rather than a completed-vessel delivery undertaking. ([saltship.com](https://www.saltship.com/services))

11. Fortøying og forankring (AHTS) - Samba Marin AS
    - Samba markets aquaculture mooring and anchoring under an AHTS heading, including installation, retrieval and inspection support. This establishes a task-specific service proposition. ([samba.no](https://www.samba.no/havbruk/fortying-og-forankring-ahts))
12. Fox Ocean - Samba Marin AS
    - Samba describes Fox Ocean as a steel workboat catamaran designed for work along the Norwegian coast. That description does not establish equivalence to an ocean-going AHTS mission package. ([samba.no](https://www.samba.no/fleet/fox-ocean))

25.5. Benchmarking Analysis, 2025

Operator benchmarking should begin with mission eligibility rather than a fleet-wide score. Solstad Offshore's Normand Turquesa is published as a DP Class xx.xx AHTS, whereas Island Vanguard is presented as DP Class xx.xx with integrated ROV and light-construction capabilities. ▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ Separate support procurement remains preferable when the location or available service scope does not fit.

Construction credentials and present operating capacity require different evidence. Damen's Brodospas delivery reference establishes a historical builder-customer relationship, not Brodospas's current retained ownership, management mandate or capacity available for hire. ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪

Documentation consistency is itself an award gate, not a company-quality ranking. ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ Buyers should use such information alongside current

vessel documents and customer acceptance, rather than treat a catalog label or inspection framework as an automatic qualification decision.

Sources & Evidence

1. eCMID

   · IMCA's eCMID system provides standardized offshore-vessel inspection information and permits operator comments and supporting responses to findings. Its role is information supporting assessment, rather than automatic customer acceptance. ([imca-int.com](https://www.imca-int.com/resources/ecmid/))

2. Normand Turquesa - Solstad

   · Solstad publishes Normand Turquesa as an AHTS within Solstad Offshore's owner group with DP Class xx.xx. The source supports a positioning-specific qualification distinction, not a fleet-wide capability conclusion. ([solstad.com](https://www.solstad.com/vessel/normand-turquesa/))

3. ECO | Port Facilities and Services

   · ECO identifies C-Port at Port Fourchon and B-Port at Brazil's Port of Açu as vessel-support and logistics infrastructure. Their usefulness depends on the proposed deployment and committed access. ([chouest.com](https://chouest.com/ports.html))

4. Anchor Handling Tug Supply Vessels - AHTS ship - Damen

   · Damen identifies an AHTS delivery reference for Brodospas. This establishes a historical construction relationship but does not identify Brodospas's current retained control, management or available employment. ([damen.com](https://www.damen.com/vessels/offshore/ahts?view=models))

5. MV ISLAND VANGUARD

   · Island Vanguard's published DP Class xx.xx and ROV-equipped configuration provides a specific comparison with Normand Turquesa's DP Class xx.xx documentation. Neither brochure establishes current acceptance or availability. ([islandoffshore.com](https://www.islandoffshore.com/vessel/mv-island-vanguard))

6. Crew / Pilot / Multipurpose / Inland - West African Ventures

   · WAV's Jascon xx.xx/xx.xx webpage describes AHTS vessels with DPS-xx.xx and links the vessel leaflet. This supports the existence of one side of the classification conflict, not a resolved vessel qualification. ([waventures.com.ng](https://waventures.com.ng/crew-pilot-multipurpose-inland/))

7. Jascon 62/63 - Our Marine Support Fleet: Fast Transfer Vessels

   · The linked Jascon xx.xx/xx.xx leaflet identifies Fast Transfer Vessels and HSC Crewboat classification, conflicting with the webpage's AHTS/DPS-xx.xx description. The actual vessel-specific classification remains unresolved. ([waventures.com.ng](https://waventures.com.ng/wp-content/uploads/2025/xx.xx/WAV-J62-xx.xx-Rev3.pdf))

8. Our Services - Eastern Navigation

   · Eastern Navigation offers Singapore and Batam shipyard services, vessel modification and in-house agency functions alongside AHTS chartering. These establish offered support capabilities, not assured scheduling or measured uptime superiority. ([easternnavigation.com](https://www.easternnavigation.com/our-services/))

26. Company Profiles

26.1. Tidewater Inc.

[redacted] Delivery is organized through regional businesses covering the Americas, Asia Pacific, Middle East, Europe/Mediterranean and West Africa, supported by subsidiaries and, where applicable, joint ventures. For a charterer coordinating campaigns across regions, this provides regional commercial interfaces within one group; the useful comparison remains the nominated vessel-and-crew package, not the breadth of the overall fleet.

Tidewater also reports harsh-environment experience in Greenland and Canada, but that experience does not establish a current country contract or the suitability of every AHTS. Buyers considering polar employment should verify the nominated hull's applicable certification, operating limitations and personnel qualifications. [redacted]

Sources & Evidence

1. Tidewater Inc. Annual Report on Form 10-K for the Year Ended December 31, 2025
   - Tidewater identifies regional businesses covering the Americas, Asia Pacific, Middle East, Europe/Mediterranean and West Africa.
   - The filing describes delivery through subsidiaries and joint ventures, including arrangements addressing local ownership or content requirements.
2. International Code for Ships Operating in Polar Waters (Polar Code)
   - For applicable polar deployment, the Polar Code addresses certification, operating limitations and personnel training separately from an operator's general harsh-environment experience.
3. Anchor Handling Towing Supply Vessels - Tidewater
   - Tidewater markets AHTS vessels with experienced crews for towing, anchor handling, rig support, cargo transport and varied offshore support, across different power, size and capacity configurations.
   - Company verification: Tidewater directly markets an Anchor Handling Towing Supply Vessel fleet for offshore towing, anchor handling, rig support, and supply services.
4. Services - Tidewater
   - Tidewater identifies AHTS anchor handling, towing, positioning and construction-support services.
   - The company reports harsh-environment experience involving Greenland and Canada, including ice-classed or winterized vessels and specially trained personnel; this is not a hull-specific current deployment record.
   - Company verification: Tidewater's services page explicitly offers AHTS anchor handling, towing, and positioning services.
   - Company verification: It states harsh-environment experience involving Greenland and Canada.

5. Tidewater Inc. - 2025 Form 10-K
   - Company verification: Tidewater Inc.'s 2025 Form xx.xx-K identifies continuing AHTS operations across its service regions and reports xx.xx operated AHTS vessels at December xx.xx 2025.
   - Company verification: The filing distinguishes AHTS operations from PSV and other vessel activities.
6. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   - Company verification: Coxon Tide: AHTS, with a TDW owner.

26.2. BOURBON

[redacted] This supports consideration for combined towing and logistics assignments, subject to the nominated vessel's equipment and customer acceptance. Buyers should compare the required mission package with the vessel's technical particulars rather than treat the group's multipurpose description as evidence that every hull meets the same specification.

[redacted] The former joint ownership should therefore not be used to establish BOURBON's continuing control of that business. A Brazilian charter offer needs separate verification of the authorized contracting entity and nominated vessel; the divestment does not settle every possible vessel-supply relationship.

Sources & Evidence

1. Anchor Handling Tug Supply Vessels (AHTS) | Bourbon
   - BOURBON markets AHTS vessels for continental-shelf and deepwater anchoring, platform positioning and offshore-unit towing, with supply capability.
   - The marketed offering includes firefighting and oil-spill-response equipment, with vessel-specific technical fact sheets.
   - Company verification: BOURBON's official fleet page identifies AHTS vessels as part of its offshore support offering.
   - Company verification: The offering covers continental-shelf and deepwater environments and includes supply capability.
2. Bourbon Guyana becomes the first Guyanese Offshore support vessels operator
   - BOURBON's April xx.xx 2023 announcement states that Tethys Marine & Logistics became Bourbon Guyana's majority shareholder.
   - The announcement describes an offshore-support offering including AHTS vessels; it establishes the disclosed arrangement at that date, not subsequent ownership or vessel allocations.
   - Company verification: BOURBON announced a retained minority interest in the locally majority-owned Bourbon Guyana joint venture.

3. MLOG S.A. - Material Facts, March 20, 2026
   - MLog's March xx.xx 2026 material-fact notice confirms completion of the purchase of Bourbon Offshore Marítima's interest in Asgaard Bourbon Navegação and states that MLog became the sole shareholder.
   - Company verification: MLog identifies Bourbon Offshore Marítima Ltda. as the seller of the xx.xx% Asgaard Bourbon Navegação interest acquired on March xx.xx 2026; the former joint ownership must not be carried forward unchanged.
4. BOURBON strengthens its fleet: 13 new vessels worth over $180 million, with 10 vessels already under contract
   - Company verification: BOURBON's April xx.xx 2026 announcement identifies a completed AHTS acquisition and the reactivation of two additional AHTS vessels.
   - Company verification: These events corroborate continuing group-level AHTS participation.
5. Energies: A new ecosystem | Bourbon Partnership
   - Company verification: The company describes its Guyana affiliate's AHTS services, supporting a regional business relationship requiring separate vessel attribution.

26.3. DOF Group ASA

DOF combines AHTS assets with marketed towing, mooring-installation and integrated subsea services, supported by project-management and engineering capabilities. Skandi Iguaçu provides a vessel-specific example: it is designed for field-installation work and has published positioning, ice and winterization notations. ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪

Brazilian delivery has a distinct organizational basis. DOF's 2025 reporting identifies Norskan as the owner of Brazilian-built AHTS vessels, manager of the group's Brazilian fleet and contractual counterparty toward Petrobras. ▪▪▪ ▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪

Sources & Evidence

1. Skandi Iguaçu
   - DOF describes Skandi Iguaçu as an AHTS designed for field-installation operations and publishes positioning, ice and winterization notations.
   - DOF states that specifications are subject to change and should be verified with the company.
   - Company verification: DOF's official fleet catalog identifies Skandi Iguaçu as an Anchor Handling Tug Supply vessel.

2. Tow, mooring, & repair | DOF
   - DOF markets towing, mooring-installation and related field-production-support services within its integrated subsea offering.
   - This supports comparing an integrated service package with a narrower vessel commitment, without establishing the inclusions of a particular charter.
3. DOF completes acquisition of Maersk Supply Service
   - DOF confirms completion of the Maersk Supply Service acquisition on November xx.xx 2024 and its renaming to DOF Denmark.
   - The transaction excluded Maersk Supply Service's Brazilian operations.
   - DOF identifies project management and engineering among its core capabilities.
   - Company verification: The November xx.xx 2024 closing announcement establishes the acquisition of Maersk Supply Service A/S, renamed DOF Denmark A/S.
   - Company verification: The transaction expressly excludes MSS's operations in Brazil.
4. DOF Integrated Annual Report 2025
   - DOF's 2025 report identifies Norskan as owner of Brazilian-built AHTS vessels, manager of the group's Brazilian fleet and contractual counterparty toward Petrobras.
   - Norskan's owned AHTS vessels were reported under firm long-term Petrobras contracts; management also covers vessels not owned by Norskan.
   - Company verification: DOF's integrated annual report establishes continuing group-level AHTS fleet activity and identifies AHTS portfolio transactions announced after the 2025 balance-sheet date.
   - Company verification: Announced vessel purchases and disposals are distinguished from completed transactions.
5. DOF Group ASA - Closing of the acquisition of Maersk Supply Service and share capital increase
   - Company verification: DOF Group ASA announced completion of its Maersk Supply Service acquisition on November xx.xx 2024.
   - Company verification: The acquired company was renamed DOF Denmark A/S on that date.

26.4. Solstad Offshore ASA

Solstad Offshore ASA's documented AHTS capability includes the Brazilian-flagged Normand Turquesa, whose published particulars identify DP Class xx.xx. That configuration should not be treated as equivalent to a vessel meeting a higher positioning requirement. [redacted]

Solstad Offshore and Solstad Maritime are separate shipowning structures with different ownership arrangements, although they share an operating platform. Maritime-owned Solstad Shipping holds the Document of Compliance for vessels owned or controlled by the Solstad companies. [redacted]

Sources & Evidence

1. Normand Turquesa - Solstad
   - Solstad's Normand Turquesa particulars identify the owner group as Solstad Offshore ASA, the flag as Brazil and positioning as DP Class xx.xx.
2. Solstad Offshore ASA - Contract Extension and Amendment for Normand Turquesa
   - Solstad Offshore's January xx.xx 2026 announcement confirms extension of Normand Turquesa's existing Petrobras contract.
   - Commencement of the previously announced new contract was moved from the first quarter of 2026 to the first quarter of 2027; the notice does not establish commencement of that new term.
   - Company verification: Solstad Offshore's January xx.xx 2026 announcement confirms a one-year extension of the existing Normand Turquesa AHTS contract with Petrobras.
   - Company verification: Commencement of the previously announced four-year contract was amended from Q1 2026 to Q1 2027; the announcement is not evidence of commencement of that new contract. ([solstad.com](https://www.solstad.com/solstad-offshore-asa-contract-extension-and-amendment-for-normand-turquesa/))
3. Solstad Maritime ASA
   - Solstad identifies Offshore and Maritime as separate shipowning structures with different ownership arrangements.
   - Maritime-owned Solstad Shipping holds the Document of Compliance for vessels owned or controlled by the Solstad companies.
   - Company verification: Official Solstad materials identify Solstad Offshore ASA and Solstad Maritime ASA as separate shipowning structures with different ownership structures.
4. Solstad Offshore ASA: Contract Update for Normand Turquesa
   - Company verification: Solstad Offshore ASA's May xx.xx 2025 announcement identifies an AHTS contract award for Normand Turquesa with Petrobras, subject to board approval.

26.5. Solstad Maritime ASA

[illegible] A buyer seeking marine and subsea support can request a combined package, but should define the equipment, personnel and service responsibilities included on the nominated hull. Shared safety-management arrangements across the Solstad companies do not merge their ownership, contracting obligations or guarantees.

[illegible] Charterers seeking overlapping delivery windows should confirm firm employment, option exercise and mobilization requirements before relying on either vessel. Contract continuity benefits the awarded customer while limiting uncommitted access to the same hull; optional extensions should remain distinct from already committed work.

Sources & Evidence

1. Solstad Maritime ASA - Contract awards for 2 AHTS vessels in the APAC region
   - On September xx.xx 2026, Solstad Maritime announced firm APAC drilling-support contracts for Normand Scorpion and Normand Saracen.
   - Expected commencement is in the second and third quarters of 2027, with additional options beyond the firm periods.
   - Company verification: Solstad Maritime's September xx.xx 2026 announcement identifies firm contracts for Normand Scorpion and Normand Saracen.
   - Company verification: The announcement specifies expected commencement in the second and third quarters of 2027; these awards are not evidence that the new assignments had already commenced.
   - Company verification: Solstad Maritime ASA announced firm contracts for the AHTS vessels Normand Scorpion and Normand Saracen on September xx.xx 2026.
2. Solstad Maritime ASA
   - Solstad Maritime offers ROV, survey and additional services through Solstad Services.
   - The shared Document of Compliance arrangement is distinct from the companies' separate ownership structures.
   - Company verification: Official Solstad materials identify Solstad Maritime ASA as a distinct shipowning structure.
   - Company verification: Solstad Shipping AS, owned by Solstad Maritime, holds the Document of Compliance for vessels owned or controlled by the Solstad companies.
3. Normand Scorpion - Solstad
   - Solstad identifies Normand Scorpion as a Solstad Maritime AHTS and publishes DP Class xx.xx and ROV capability in its vessel particulars.

26.6. Seal Offshore Inc.

[redacted] Seal therefore represents both an asset-backed capacity offering and a vessel-management interface, rather than ownership of every vessel it markets. Procurement should match the hull, owner and contracting authority; the same Viking vessel should not be treated as an independent Seal and Viking alternative.

Canadian support has a documented corporate basis. Seal's 2025 report identifies wholly owned Canadian subsidiaries, offices in St. John's and Halifax, and Avalon Sea within its Canadian fleet presentation. [redacted]

Sources & Evidence

1. Anchor Handling Tug Supply (AHTS) - Sea1 Offshore
   - Sea1 markets deepwater and shallow-water AHTS designs featuring hybrid propulsion and mechanized deck-handling equipment.
   - The catalog separately lists Sea1-owned vessels and managed Viking vessels.
   - Company verification: Sea1's official AHTS fleet page separately identifies owned AHTS vessels and managed Viking vessels.
2. Sea1 Offshore Inc. Annual Report 2025
   - Sea1's 2025 report identifies wholly owned Canadian subsidiaries, offices in St. John's and Halifax, and Avalon Sea in its Canadian fleet presentation.
   - The report describes management and crew services associated with Viking vessels, distinguishing operations from asset ownership.
3. Avalon Sea - Sea1 Offshore
   - Sea1 publishes Avalon Sea's AHTS particulars, including positioning, ice, oil-recovery and firefighting notations.
4. Information regarding the name change to all stakeholders
   - Company verification: The company states that Siem Offshore Inc. changed its name to Sea1 Offshore Inc. on May xx.xx 2024.
   - Company verification: The announcement distinguishes vessels transferred to Siem ownership from Sea1-owned vessels.
5. Sea1 Offshore Inc. Annual Report 2025
   - Company verification: The 2025 report identifies Sea1 Offshore Canada Inc., Sea1 Offshore Canada LP, and Secunda Holdings LP as wholly owned Canadian subsidiaries.
   - Company verification: Its regional fleet presentation includes Avalon Sea in Canada and Canadian offices in St. John's and Halifax.

26.7. Siem Offshore AS

Siem Offshore AS is a shipowning subsidiary within Siem Industries, distinct from Sea1 Offshore Inc., which changed its name from Siem Offshore Inc. on May xx.xx 2024. ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■■ ■■■■ ■■■■■■■■ ■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■ ■■ ■■■■■ ■ ■■■ ■■■ ■■■■■■■■■ These characteristics support vessel-specific screening rather than an inference that all Siem-owned assets provide the same mission package.

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Sources & Evidence

1. Information regarding the name change to all stakeholders
   - The company states that Siem Offshore Inc. became Sea1 Offshore Inc. on May xx.xx 2024.
   - It distinguishes vessels transferred to separate Siem ownership from Sea1-owned vessels and describes the original transitional management arrangement.
   - Company verification: The announcement identifies Siem Opal, Siem Pearl, and Siem Topaz among vessels transferred to separate Siem ownership.
2. Modern Slavery and Transparency Statement - Siem Industries
   - Siem Industries identifies Siem Offshore AS as an indirect Norwegian subsidiary whose subsidiaries own offshore vessels, including AHTS vessels, chartered to the offshore-services industry.
   - Company verification: Siem Industries identifies Siem Offshore AS as an indirect Norwegian subsidiary whose subsidiaries own offshore vessels chartered to the offshore services industry.
3. SIEM Opal - Siem Shipping
   - Siem identifies Siem Opal as an AHTS designed for towing, anchor handling and deepwater inspection or construction work.
   - Its published particulars identify DP Class xx.xx and an ice notation.
4. Siem Offshore - Siem Shipping
   - Siem's offshore-service page states that Siem Offshore retains fleet ownership while Aurora Offshore operates the vessels.
   - The page directs offshore-fleet inquiries to Aurora.
5. SIEM Shipping Completes Offshore Fleet Transition to Aurora Offshore
   - The Siem group's July xx.xx 2025 announcement confirms completed operational transfer of an offshore fleet, including AHTS vessels, to Aurora.
   - The announcement expressly distinguishes retained Siem-group ownership from Aurora's operational management.
   - Company verification: The Siem group's July xx.xx 2025 announcement states that operational management of an offshore fleet, including four AHTS vessels, had transferred to Aurora Offshore.
   - Company verification: The announcement expressly distinguishes retained Siem-group ownership from Aurora's operational management.
6. THE COMPANY - Aurora Offshore
   - Company verification: Aurora Offshore's own company description identifies Siem Offshore AS as one of its two largest shareholders.
7. Offshore - Siem Shipping
   - Company verification: The Siem group's offshore fleet catalog identifies Siem Opal, Siem Pearl, and Siem Topaz as AHTS vessels.

26.8. Viking Supply Ships AB

Viking's relevant differentiation is an ice-classed AHTS offering supported by harsh-environment experience and Arctic ice-management and logistics services through Viking Ice Consultancy. ■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■■■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■ ■■ ■■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■ ■■■ ■■■ ■■ ■■■■■ ■■■■■ ■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■ ■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■■ ■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■ Cold-water buyers should compare the nominated hull's documented capability and applicable polar approvals; a fleet-wide ice description does not establish suitability for every location or season.

[redacted] Delivery models also differ: Viking's first-quarter 2026 report records Ben Viking commencing a bareboat contract in Canada and describes bareboat hire as excluding crew, with management and commercial operation assigned to the charterer. Buyers should choose between retained operating control and a managed delivery package according to their own capabilities, while confirming nomination authority, personnel provision and responsibility for approvals.

Sources & Evidence

1. Viking Supply Ships AB Annual Report 2025
   - Viking's 2025 report distinguishes owned vessels from bareboat-chartered Odin Viking and Andreas Viking.
   - It reports outsourced commercial and technical management to Sea1 and an AHTS revenue-sharing arrangement.
2. International Code for Ships Operating in Polar Waters (Polar Code)
   - Applicable Polar Ship certification and documented operating limitations support the requirement to assess Viking's nominated hull rather than rely solely on an ice-classed fleet description.
3. What we do - Viking Supply Ships
   - Viking identifies ice-classed AHTS vessels, harsh-environment offshore experience and ice-management services as its relevant offering.
4. Total solutions for Arctic offshore - Viking Ice Consultancy
   - Viking Ice Consultancy identifies itself as part of the Viking Supply Ships group and markets Arctic offshore ice-management and logistics services.
5. Viking Supply Ships AB (publ) Interim Report Q1 2026
   - Viking confirms delivery of Maersk Maker at the end of March 2026 and its renaming to Tor Viking.
   - The report records Ben Viking commencing a bareboat contract in Canada and describes bareboat hire as excluding crew and assigning management and commercial operation to the charterer.
   - Viking identifies differences in ice class and equipment among its AHTS vessels.
6. Anchor Handling Tug Supply (AHTS) - Sea1 Offshore
   - Company verification: Viking-branded AHTS vessels appear in Sea1's managed-vessel list, establishing a management overlap requiring vessel-level attribution.
7. Viking Supply Ships - Chartering & fleet
   - Company verification: Viking Supply Ships AB's official chartering page lists named AHTS vessels and North Sea spot-market and term-charter offerings.
   - Company verification: The page identifies Sea1 as a chartering contact.
8. Ocean Yield - Investor presentation
   - Company verification: The presentation identifies Viking Supply Ships AB as the bareboat charter counterparty for the named AHTS vessels.

26.9. Edison Chouest Offshore

Edison Chouest Offshore offers AHTS vessels for towing, mooring and supplying deepwater rigs. Its distinctive capability is coordination across vessel design, affiliated shipbuilding, ownership and operation. [redacted]

[redacted] For an operator seeking a customized, sustained offshore service, ECO's integrated structure provides a potential route to aligning vessel configuration, maintenance and shore support. [redacted] The trade-off is concentrated supplier coordination versus dependence on the availability and location of affiliated resources; separate vessel and shore-service procurement remains appropriate when those resources do not match the assignment.

Sources & Evidence

1. ECO | Offshore Service and Supply Vessels
   - ECO identifies AHTS vessels within its fleet and describes their roles in towing, mooring and supplying deepwater rigs. This supports the relevant vessel offering, not a comparative performance claim. ([chouest.com](https://chouest.com/vessels.html))
   - Company verification: Edison Chouest Offshore directly identifies AHTS vessels within its commercial offshore fleet.
   - Company verification: Its AHTS offering includes towing, mooring, and supplying deepwater rigs.
2. ECO | Shipyards
   - ECO describes affiliated yards supporting vessel design, engineering, construction, repairs, conversions and refits, together with its ability to design, build, own and operate vessels. Coordinated lifecycle procurement is an analytical implication of those assets. ([chouest.com](https://chouest.com/shipyards.html))
3. ECO | Port Facilities and Services
   - ECO identifies C-Port at Port Fourchon and B-Port at Brazil's Port of Açu as offshore vessel-support infrastructure. The publication conditions the value of bundling on whether the project can use these locations. ([chouest.com](https://chouest.com/ports.html))
4. ECO | Training Center
   - ECO operates a training center offering classroom instruction and simulated exercises in vessel control and safety disciplines. This establishes a personnel-development resource, not the qualifications of any nominated crew. ([chouest.com](https://chouest.com/training-center.html))

26.10. DP World

[redacted] Its December xx.xx 2025 brand-unification announcement retained existing teams and infrastructure; the identity change should not be interpreted as additional AHTS capacity. The fleet catalog expressly includes an anchor-handling tug/supply category, alongside a broader offshore and port-service platform.

[redacted] A unified commercial interface does not settle vessel-level control or availability. The package is useful

only when its contracted responsibilities match the assignment; separate vessel procurement remains an alternative for a buyer able to manage the supporting interfaces.

Sources & Evidence

1. Anchor Handling Tug | DP World
   · DP World's Maritime Solutions fleet catalog includes an Anchor Handling Tug Vessel / Supply Vessel category. The page describes anchor-handling, towing and supply functions, but does not establish a named available vessel or its contracting control. ([dpworld.com](https://www.dpworld.com/en/supply-chain-solutions/marine-services/maritime-solutions/our-fleet/anchor-handling-tug-vessel))
   · Company verification: DP World's maritime-solutions offering includes a dedicated Anchor Handling Tug Vessel / Supply Vessel page within its fleet presentation.
2. Maritime Solutions | DP World
   · Maritime Solutions describes chartering, tender support, client-specific vessel preparation before mobilization, engineering support, planned maintenance and dry-dock coordination. These functions support a conditional integrated-charter option rather than automatic project acceptance. ([dpworld.com](https://www.dpworld.com/en/supply-chain-solutions/marine-services/maritime-solutions))
3. DP World Unifies Marine Services Brands Under One Global Identity
   · DP World's December xx.xx 2025 announcement identifies Maritime Solutions as formerly P&O Maritime Logistics and states that teams, solutions and infrastructure remain in place during the brand transition. It does not establish additional AHTS capacity. ([dpworld.com](https://www.dpworld.com/en/news/dp-world-unifies-marine-services-brands-under-one-global-identity))

26.11. Cyan Renewables

[illegible] The July xx.xx 2025 rebrand and Melbourne office opening established an Australia-facing commercial interface for offshore-wind development, not proof that every inherited vessel became wind-specific capacity. Its AHTS catalog includes MMA Crystal, MMA Vision, MMA Monarch, MMA Majestic and MMA Coral.

[illegible] The turbine and foundation installation fleet-building proposition is described as work with prospective clients, rather than uniformly delivered capability. Broader service access may simplify supplier coordination, but brings configuration and substitution diligence; acceptance should follow the nominated asset rather than the renewable-energy brand.

Sources & Evidence

1. Our Fleet | Cyan Renewables
   · Cyan's fleet catalog identifies MMA Crystal, MMA Vision, MMA Monarch, MMA Majestic and MMA Coral as AHTS vessels. Their inclusion supports an actual AHTS offering without establishing universal offshore-wind suitability. ([cyanrenewables.com](https://www.cyanrenewables.com/our-fleet))
   · Company verification: Cyan's official fleet catalog lists MMA Crystal, MMA Vision, MMA Monarch, MMA Majestic, and MMA Coral as AHTS vessels.
2. MMA Offshore Rebrands to Cyan Renewables
   · The July xx.xx 2025 announcement reports MMA Offshore's completed rebrand as Cyan Renewables, the opening of a Melbourne office and continued service to existing energy-sector customers. Renewable branding does not itself establish vessel conversion or qualification. ([cyanrenewables.com](https://www.cyanrenewables.com/mma-offshore-rebrands-to-cyan-renewables))
   · Company verification: The July xx.xx 2025 company announcement states that MMA Offshore officially rebranded as Cyan Renewables following its acquisition.
3. MMA Monarch - Anchor Handling Tug Supply
   · Cyan's MMA Monarch particulars identify anchor-handling, ocean-towing and supply roles, DP2 equipment, Southeast Asian experience including Malaysia, and offices in Perth, Singapore and Aberdeen. The document advises confirmation of particulars for charter requirements. ([assets.zyrosite.com](https://assets.zyrosite.com/YanBLk9bl5fZxXB4/mma-monarch-YrypsTCbE7XrJawV.pdf))
4. Our Services | Cyan Renewables
   · Cyan offers complementary survey, construction-support and decommissioning services. Its installation section describes working with potential clients to build turbine and foundation installation capacity, supporting separation of fleet-development intentions from delivered capabilities. ([cyanrenewables.com](https://www.cyanrenewables.com/our-services))
5. About Us - Global Offshore Wind Vessel Operations | Cyan Renewables
   · Company verification: Cyan's official group history records the majority acquisition of Sentinel Marine and identifies Cyan Sentinel as a Cyan Renewables company.

26.12. PACC Offshore Services Holdings Ltd.

PACC Offshore Services Holdings Ltd. offers both vessel chartering and managed offshore project services. ■■■ ■■■■ ■■■■■ ■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■ ■■■■■ ■■■■ ■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■ ■■■■■■■ ■■ ■■■ ■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■■ ■■■■ ■■■ ■■■■■ ■■■■■■■■ Its wider construction, diving and accommodation assets provide complementary resources, but their capabilities should not be transferred automatically to a nominated AHTS.

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Sources & Evidence

1. Vessel Chartering Services - POSH
   - POSH states that it manages, operates and charters purpose-built vessels. Its AHTS offer expressly includes rig towing, positioning and transport of drilling materials, while accommodation and other vessel services are separately described. ([posh.com.sg](https://posh.com.sg/our-services/vessel-chartering-services/))
   - Company verification: POSH's commercial service page states that it manages, operates, and charters offshore vessels.
   - Company verification: It explicitly includes AHTS capable of rig towing/positioning and transport of drilling materials.
2. Our Fleet - POSH
   - POSH lists POSH Teal, POSH Champion and POSH Commander as DP2 AHTS vessels. Its fleet list separately categorizes AHT vessels, including POSH Courage, and construction, diving and accommodation vessels. Category differences support nomination-specific comparison. ([posh.com.sg](https://posh.com.sg/our-fleet/))
3. Offshore Towage & Projects Logistics - POSH
   - POSH's project-logistics offer includes towage, positioning, station keeping, mooring and end-to-end project management. This supports a conditional choice between an integrated service package and vessel chartering alone. ([posh.com.sg](https://posh.com.sg/our-services/offshore-towage-projects-logistics/))
4. POSH Corporate Brochure
   - POSH's corporate brochure identifies customer operations across Asia, the Middle East and Latin America and describes coordinated marine spreads using complementary vessel categories. It supports delivery context, not comparative reliability or automatic availability. ([posh.com.sg](https://posh.com.sg/wp-content/uploads/2024/xx.xx/POSH-Corporate-Brochure.pdf))
   - Company verification: The official brochure identifies PACC Offshore Services Holdings Ltd. as a member of Kuok Maritime Group.
   - Company verification: It identifies offshore marine activities and customer operations across Asia, the Middle East, and Latin America.

26.13. ADNOC Logistics & Services Plc

ADNOC Logistics & Services Plc integrates AHTS into an owned and operated offshore fleet supported by UAE logistics infrastructure. ■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■ ■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■ For UAE project operators, the relevant capability is coordinated shore-to-offshore delivery rather than vessel hire alone.

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Sources & Evidence

1. Integrated Logistics - ADNOC Logistics & Services
   · ADNOC L&S identifies AHTS in its owned and operated offshore fleet, UAE logistics bases, rig-move services, material handling and warehousing. Its Integrated Logistics Services Platform combines supply-chain and maritime planning through a common interface. ([adnocls.ae](https://adnocls.ae/en/our-business/integrated-logistics/))
   · Company verification: ADNOC Logistics & Services identifies AHTS vessels within its owned and operated offshore logistics fleet.
2. ADNOC L&S Expands Integrated Logistics Business, Adding 20 Offshore Assets in 2024
   · The December xx.xx 2024 disclosure states that acquired and deployed offshore additions included AHTS. Its discussion of United States and North Sea expansion concerns jack-up barges, not a demonstrated AHTS deployment in those locations. ([adnocls.ae](https://adnocls.ae/en/news-and-media/press-releases/2024/integrated-logistics-business-expand/))
3. Integrated Logistics - ADNOC Logistics & Services
   · Company verification: ADNOC Logistics & Services' current integrated-logistics offering expressly includes AHTS within its owned and operated offshore fleet.
   · Company verification: The offering establishes direct offshore logistics participation rather than an adjacent shipping capability alone.

26.14. Milaha

[redacted] The commercial offer distinguishes AHTS work in anchor handling, towing and jack-up mobilization from construction and diving support supplied by other vessel categories. The business combines its Qatar-centered delivery position with a stated presence extending into Europe, Africa and Southeast Asia.

[redacted] Buyers should also reconcile the Milaha-facing commercial interface with the actual charter counterparty and vessel operator. Consolidating services may simplify coordination, but a vessel-only charter is preferable when the buyer already manages the specialist spread or needs independent substitution rights.

Sources & Evidence

1. Offshore and Marine | Milaha
   · Milaha's Offshore & Marine business describes ownership and operation of a mixed fleet including AHTS, backed by onshore, offshore and subsea services. This supports participation beyond the historical fleet roster. ([milaha.com](https://www.milaha.com/en/business-area/offshore-and-marine))
2. Chartering Services | Milaha
   · Milaha assigns anchor handling, towing and jack-up mobilization to its AHTS chartering offer. Construction, diving, ROV and survey functions are presented under separate vessel categories, supporting an asset-specific responsibility schedule. ([milaha.com](https://www.milaha.com/en/business-area/chartering-services))

3. Offshore Services | Milaha
   - Milaha identifies its offshore business as previously Halul Offshore Services Company and describes regional presence, group logistics support, in-house engineering, fabrication and subsea capabilities. Coordinated procurement remains conditional on nominated assets and agreed responsibilities. ([milaha.com](https://www.milaha.com/en/business-area/offshore-oil-gas-solutions/offshore-services))
4. Milaha Fact Sheet 2024
   - Company verification: Milaha's official fact sheet identifies AHTS, DP1 AHTS, and DP2 AHTS within its offshore fleet.

26.15. GAC Marine

GAC Marine's fleet presentation distinguishes DP2 anchor-handling supply vessels from non-DP supply vessels and separate anchor-handling tugs. Karin is listed in Africa and Anna in the Arabian Gulf as DP2 supply vessels, while Louise is listed as non-DP in the Arabian Gulf. ■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■■

For rig-move buyers, GAC Marine combines access to its own anchor-handling and tow fleet with planning expertise and specialist resources. A defined marine-service package is an option when the buyer needs coordination across several craft; an AHTS charter alone is more suitable when the buyer retains that coordination. ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■ ■ ■■■■■■■■ ■■■■■■■ ■■■■ ■■■■ ■■■ ■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■ ■■■■■■ ■■■■■■ ■■■■■■

Sources & Evidence

1. GAC Marine - Fleet List
   - GAC lists Karin in Africa and Anna in the Arabian Gulf under DP2 anchor-handling supply vessels, and Louise in the Arabian Gulf under non-DP supply vessels. Anchor-handling tugs are separately categorized. ([gac.com](https://www.gac.com/marine/fleet-list))
   - Company verification: GAC Marine's official fleet list separately identifies anchor-handling supply vessels and anchor-handling tugs.
   - Company verification: Its anchor-handling supply entries include vessels deployed in Africa and the Arabian Gulf.
2. GAC Marine - Rig Moving Operations
   - GAC Marine describes rig-move expertise, specialist resources and access to its own anchor-handling, tow and supporting craft. The publication interprets these functions as an optional coordinated service, not guaranteed project access or asset availability. ([gac.com](https://www.gac.com/marine/rig-moving-operations))

26.16. Zamil Offshore Services Company

Zamil Offshore Services Company's Zamil Marine business combines owned and managed offshore vessels with chartering and rechartering capabilities serving Arabian Gulf oil and gas assignments. Its offer includes AHTS/safety vessels and in-house maintenance support, and it describes an international vessel charter-and-recharter route into Saudi Aramco work. ■■■ ■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■ ■■ ■■■■■■■■■ ■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■ ■■■■ ■ ■■■■■ ■■■■■■■■

[illegible] Buyers should obtain owner-issued particulars and reconcile the contracting party, operator and delivery commitment before award. Rechartering can provide a customer-facing channel and supporting management, while reducing the owner's direct control over employment; direct contracting is an alternative where the owner can independently satisfy access and delivery requirements.

Sources & Evidence

1. Zamil Offshore - Marine Services
   · Zamil Marine describes AHTS/safety vessels, in-house repair capability and international chartering followed by rechartering to Saudi Aramco. These are supported partner functions, but the disclosure does not guarantee an individual vessel's approval or employment. ([zamiloffshore.com](https://www.zamiloffshore.com/page/marine/Services))
2. Zamil Offshore - Zamil Marine
   · Zamil's marine-business presentation distinguishes owned and managed offshore vessels from brokered vessels and includes anchor-handling tug/supply/safety capability. This supports separating asset ownership from the customer-facing contracting route. ([zamiloffshore.com](https://www.zamiloffshore.com/page/Zamil_Marine))
3. Zamil Offshore - Our Fleet / AHTS: Zamil 10
   · Zamil xx.xx appears under Our Fleet / AHTS, but the machinery-power columns contain the vessel name instead of equipment ratings. The entry supports vessel identification while leaving machinery comparison unresolved. ([zamiloffshore.com](https://www.zamiloffshore.com/page/single_fleet/xx.xx))
   · Company verification: Zamil Offshore's official AHTS fleet page identifies Zamil xx.xx within its AHTS offering.

26.17. Stanford Marine

Stanford Marine offers both vessel capacity and a management route for third-party owners. Its owned-and-operated offshore fleet includes AHT and AHTS categories, while its commercial footprint covers the Middle East, Southeast Asia and West Africa, supported by offices in the United Arab Emirates, Saudi Arabia, Singapore and Malaysia. [illegible] Stanford Marine Group also presents Allianz Middle East among related businesses; that relationship should not be interpreted as interchangeable contracting authority.

Charterers should identify whether each offer concerns an owned, cross-chartered or managed vessel and confirm the accountable delivery entity before award.

Sources & Evidence

1. Our Fleet - Stanford Marine
   · Stanford states that it owns and operates offshore support vessels including AHT and AHTS categories; the shared category presentation supports vessel-specific differentiation. ([stanford-marine.com](https://stanford-marine.com/our-fleet/))
   · Company verification: Stanford Marine states that it owns and operates offshore support vessels, including AHT and AHTS vessel classes.
2. About Us - Stanford Marine
   · Stanford identifies operations in the Middle East, Southeast Asia and West Africa and offices in Dubai, Abu Dhabi, Saudi Arabia, Singapore and Malaysia. ([stanford-marine.com](https://stanford-marine.com/about-us/))
3. Cross-Chartering & Vessel Management - Stanford Marine
   · Stanford offers third-party commercial and technical vessel management and specifies compatibility with its management systems and end-user requirements. The delegated-management option is a conditional commercial inference from those services. ([stanford-marine.com](https://stanford-marine.com/cross-chartering-vessel-management/))
4. Group Companies - Stanford Marine Group
   · Stanford Marine Group presents Stanford Marine among its businesses and Allianz Middle East under group companies; the page does not allocate vessel ownership or contracting authority. ([stanfordmarinegroup.com](https://stanfordmarinegroup.com/index.php/group-companies/))
   · Company verification: Stanford Marine Group's current business presentation identifies Stanford Marine among its businesses and links Allianz Middle East within its group-company presentation.
   · Company verification: The presentation supports a relationship requiring reporting-level reconciliation, not a current allocation of each company's AHTS vessels.
5. SHUAA Creates Largest Portfolio of Marine Offshore Supply Vessels in the Region Through Mergers and Acquisitions
   · Company verification: SHUAA identifies Stanford Marine Group as a separate earlier offshore-vessel investment alongside Allianz.

26.18. Greatship (India) Limited

Greatship (India) Limited provides owner-operated AHTS services in Indian and international markets. Its March xx.xx 2026 fleet schedule assigns the listed AHTS vessels to GIL rather than its Singapore subsidiary. ■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■

This supports a crewed logistics route rather than transferring vessel management to the buyer. ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■ The trade-off is reduced operating responsibility versus less direct control; the ownership schedule does not establish immediate availability.

Sources & Evidence

1. Greatship (India) Limited - Annual Report 2025-26
   · The March xx.xx 2026 schedule assigns AHTS vessels to GIL. Greatship reports Indian and international operations and retains crewing, operation and maintenance under time charters. ([greatship.com](https://greatship.com/upload/investors/financial_result/GIL_Annual_Report_2025-xx.xx.pdf))

2. Anchor Handling Tug Supply Vessels - The Greatship Group
   - Company verification: Greatship's current canonical business site maintains a dedicated AHTS commercial fleet offering.
   - Company verification: This replaces the inaccessible beta-site binding for the same Greatship business, without creating another identity.
3. Anchor Handling Tug Supply Vessels - The Greatship Group
   - Company verification: The Greatship official fleet catalog has a dedicated Anchor Handling Tug Supply Vessels page.
   - Company verification: The company site identifies Greatship (India) Limited.

26.19. Perdana Petroleum Berhad

[illegible] The vessel offering distinguishes DP1 and DP2 AHTS configurations alongside accommodation workbarges and workboats. This supports assessment of coordinated marine support for offshore campaigns, without making those vessel types substitutes or demonstrating that every subsidiary can undertake every contract.

Malaysian charterers should verify the proposed contracting subsidiary, applicable license scope and named vessel's acceptance before commitment. [illegible] Buyers can evaluate existing vessels against documented maintenance and release commitments, or await renewal assets when configuration requirements justify the additional delivery uncertainty.

Sources & Evidence

1. Perdana Petroleum Berhad - Q4 2025 Analyst Briefing, February 12, 2026
   - The February xx.xx 2026 presentation identifies Intra Oil Services as ship manager and operator and Perdana Nautika as PETRONAS license holder. It distinguishes DP1 and DP2 AHTS configurations from accommodation vessels. License-scope verification is a procurement condition, not an independently verified regulatory approval. ([perdana.my](https://perdana.my/assets/files/Quarterly%20Reports/2025-Q4-Deck.pdf))
   - Company verification: Perdana Petroleum Berhad's February xx.xx 2026 presentation identifies eight AHTS vessels and provides their names.
   - Company verification: The presentation identifies Perdana Nautika as an acquired operating subsidiary and Perdana Petroleum as a subsidiary of Dayang Enterprise Holdings.
2. Perdana Petroleum Recorded a Steady Momentum in 2Q 2026
   - Perdana's August xx.xx 2026 release describes AHTS construction within fleet renewal and separately attributes workbarge weakness to delayed project commencements. It does not announce delivery of the renewal vessels. ([perdana.my](https://perdana.my/assets/files/Quarterly%20Reports/2026-Q2-Press%20Release.pdf))
3. Perdana Petroleum - Management Presentation
   - Company verification: Perdana's May xx.xx 2025 management presentation identifies its AHTS fleet and AHTS contracts.

26.20. Vallianz Holdings Limited

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The fleet catalog includes Vallianz- and Rawabi-named hulls, while the June xx.xx 2026 statements treat Rawabi Vallianz Offshore Services as an equity investment. ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■

Loan-covenant breaches were covered by lender waivers valid through December xx.xx 2026. Longer commitments warrant funding and maintenance-continuity checks. ■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■

Sources & Evidence

1. Vallianz Holdings Limited - Annual Report 2025
   - The FY2025 report identifies PT United Sindo Perkasa's Batam shipbuilding and repair services, completed AHTS deliveries, Middle East and Asia-Pacific operations, and a DP2 AHTS schedule dated March xx.xx 2026. These support distinct construction and chartering assessments. ([links.sgx.com](https://links.sgx.com/FileOpen/Annual%20Report%20FY2025.ashx?App=Announcement&FileID=xx.xx))
   - Company verification: Vallianz's 2025 annual report provides an AHTS fleet schedule dated March xx.xx 2026.
   - Company verification: The report separately identifies its equity investment in Rawabi Vallianz Offshore Services, rather than treating that business as a wholly owned subsidiary.
2. Anchor Handling Tug Supply (DP2) - Vallianz
   - Vallianz's DP2 AHTS catalog lists both Vallianz- and Rawabi-named vessels without independently allocating ownership or contracting mandates. ([vallianzholdings.com](https://www.vallianzholdings.com/fleet/anchor-handling-tug-supply-dp2/))
   - Company verification: The official AHTS DP2 catalog lists Vallianz and Rawabi-named vessels.
   - Company verification: The catalog does not independently resolve related-company vessel ownership or charter-revenue allocation.
3. Vallianz Holdings Limited - Condensed Unaudited Interim Financial Statements for the Six Months Ended June 30, 2026
   - The June xx.xx 2026 statements identify RVOS as an equity investment and disclose covenant breaches with lender waivers valid through December xx.xx 2026. Continuity checks are a conditional commercial implication. ([vallianzholdings.com](https://www.vallianzholdings.com/wp-content/uploads/2026/xx.xx/VHL-1HFY2026-Results-Announcement-xx.xx-June-2026.pdf))
4. We are Vallianz
   - Company verification: Vallianz identifies anchor-handling tugs with supply capabilities within its company and associated-company offshore vessel offering.
5. Vallianz Holdings Limited - Annual Report 2023
   - Company verification: Vallianz Holdings Limited's annual report identifies an AHTS fleet category and the vessel Vallianz Titan.

6. General Announcement:: Press Release_Vallianz and Rawabi Vallianz Offshore Services Celebrate Milestone - Vallianz
   · Company verification: The official joint announcement identifies Vallianz Holdings Limited as issuer and names Rawabi Vallianz Offshore Services.

26.21. Nam Cheong Limited

Nam Cheong combines AHTS chartering with offshore-vessel shipbuilding from Sarawak. ■■■ ■■■■■ ■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■ ■■ ■■■ ■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■ ■■ ■■■ ■■■■■■ Term employment supports continuity for an existing customer while restricting reassignment flexibility.

Shipbuilding requires a separate assessment. Nam Cheong's February xx.xx 2026 orders for construction at its Miri yard concern dive support vessels and remote-operated landing craft, not AHTS vessels. ■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■ ■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■ ■■■ ■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■ ■■■■■■ ■■ ■■■■■ ■■■■■ ■■ ■■■■ ■■■■■ ■■■■■ ■■■■■■ ■■■■■■ ■ ■■■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■ ■■■■■ ■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■

Sources & Evidence

1. Nam Cheong Secures Additional Multi-Year OSV Charter Contracts
   · The April xx.xx 2025 announcement identifies AHTS deployment in Malaysia and Thailand, firm periods of up to two years and extension options. It also identifies Nam Cheong's shipbuilding and chartering businesses and prior AHTS construction. Release-window constraints are a conditional interpretation of term commitments. ([links.sgx.com](https://links.sgx.com/FileOpen/20250416_Nam%20Cheong_Contract%20wins%20for%xx.xx%20AHTS.ashx?App=Announcement&FileID=xx.xx))
   · Company verification: Nam Cheong's April xx.xx 2025 company announcement identifies AHTS charter contracts for deployment in Malaysia and Thailand.
2. Nam Cheong Clinches Shipbuilding Contracts for Offshore Support Vessels from an Established UAE-Based Company
   · Nam Cheong's February xx.xx 2026 orders concern dive support vessels and remote-operated landing craft to be constructed at its Miri yard. Those orders do not directly establish an available AHTS design or construction slot. ([links.sgx.com](https://links.sgx.com/FileOpen/20260224_Nam%20Cheong_Shipbuilding%20Contract-win_Final.ashx?App=Announcement&FileID=xx.xx))
3. Nam Cheong Limited - First-Half 2026 Financial Results
   · First-half 2026 disclosures confirm chartering and shipbuilding activity and attribute operating-cost pressure partly to vessels deployed in the Middle East. No AHTS-specific build offer is established by those segment disclosures. ([links.sgx.com](https://links.sgx.com/FileOpen/NCL%201H2026%20Annt%202026_Final.ashx?App=Announcement&FileID=xx.xx))

4. Nam Cheong Limited - Annual Report 2024
   - Company verification: Nam Cheong Limited's annual report identifies AHTS participation through vessel chartering and shipbuilding.
   - Company verification: The report identifies chartering subsidiaries and the group's offshore vessel business.

26.22. Maridive

Maridive's AHTS catalog spans DP1 and DP2 series with different pulling and propulsion specifications and published firefighting classifications. Its Egypt-based fleet management covers the Mediterranean and Red Seas, North and West Africa, the Caspian Sea and Brazil. ■■■■ ■■■■■■■■ ■ ■■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■ ■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■■■

Maridive's marine-works offering separately includes oil-spill recovery, firefighting, positioning and navigation-aid services. These complementary capabilities provide a basis for requesting a coordinated marine package, not for assuming that every service is included in an AHTS charter. ■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■■■■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■■■ ■■■■■■■■

Sources & Evidence

1. Maridive AHTS
   - Maridive's catalog distinguishes DP1 and DP2 AHTS series, different propulsion and pulling specifications, and firefighting classifications. It describes Egypt-based fleet management across the listed Mediterranean, African, Caspian and Brazilian operating regions. ([maridive.com](https://maridive.com/maridive-ahts/))
   - Company verification: Maridive's official fleet offering identifies several AHTS vessel series.
   - Company verification: The page identifies fleet management activity in the Mediterranean, Red Sea, North and West Africa, Caspian Sea, and Brazil.
2. Marine Works - Maridive
   - Maridive's marine-works services include offshore vessel operations, oil-spill recovery, firefighting, positioning and navigation-aid services. The conditional bundling option does not attribute every portfolio service to each AHTS vessel. ([maridive.com](https://maridive.com/service/marine-works/))

26.23. OceanPact Serviços Marítimos S.A.

OceanPact's combination with CBO broadens its Brazilian maritime-service offering. ■■■ ■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■ ■■■ ■■■ ■■■■■■■■■■■ ■■ ■■■ ■■■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■ ■■■■ ■■■■■■■ ■■■■ ■■ ■■■ ■■■■■■■■ ■■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■ Environmental-response, subsea-support and research vessels remain distinct parts of the wider offering.

[illegible] Before award, buyers should confirm the contracting entity, ownership or management authority for each nominated hull, and accountability across service units. Completion of the corporate combination does not by itself demonstrate seamless delivery integration or uncommitted capacity, and an AHTS nomination should not inherit capabilities belonging to another vessel category.

Sources & Evidence

1. OceanPact CBO: Business Combination Expands Operating Capabilities and Strengthens Leadership in the Maritime Sector
   · The September xx.xx communication reports completion following CADE clearance, incorporation of CBO into OceanPact and renaming of the navigation unit. It identifies complementary environmental, subsea and logistics services, but does not independently establish realized integration benefits. ([oceanpact.com](https://oceanpact.com/en/oceanpact-cbo-business-combination-expands-operating-capabilities-and-strengthens-leadership-in-the-maritime-sector/))
   · Company verification: The company's September 2026 communication describes completion of the OceanPact/CBO business combination and the combined OceanPact CBO business.
2. OceanPact CBO - Fleet and Navigation Business
   · The combined fleet catalog identifies DP2 AHTS vessels including CBO Cabrália and CBO Endeavour, distinguishes AHTS-TO terminal-support vessels from other categories, and places the business combination in 2026. Mission-specific package assessment is a conditional interpretation. ([oceanpact.com](https://oceanpact.com/unidades/oceanpact-cbo/))
3. OceanPact e CBO anunciam combinação de negócios
   · Company verification: The February xx.xx 2026 company announcement identifies OceanPact Serviços Marítimos S.A. and the planned incorporation of CBO Holding.
4. Visão Geral - OceanPact RI
   · Company verification: OceanPact's official corporate history identifies its acquisition of AHTS vessels and the subsequent combination with CBO.

26.24. MCT Inc.

MCT markets DP2 AHTS vessels including Apollo Z and Theseus Z, alongside the DP1 AHTS Stratis Z; its PSV and oil-spill-recovery vessels are identified separately. [illegible] This provides a specific regional sourcing proposition rather than evidence of universally portable or interchangeable vessel capacity.

[illegible] The trade-off is access to an operator

with disclosed regional employment versus availability constrained by existing commitments. Separately advertised ASD tug newbuilds do not establish additional AHTS capacity, and oil-spill capability elsewhere in the portfolio should not be assigned automatically to an AHTS nomination.

Sources & Evidence

1. AHTS & OSRV Offshore Fleet - MCT Inc
   - MCT's fleet page identifies Apollo Z and Theseus Z as DP2 AHTS vessels and Stratis Z as DP1 AHTS. It separately markets PSV, oil-spill-recovery and ASD tug offerings and identifies Athens and Rio de Janeiro offices. ([mctinc.gr](https://www.mctinc.gr/fleet))
   - Company verification: MCT's official AHTS and OSRV fleet page markets anchor-handling, platform-support, and towing operations across Brazil and West Africa.
2. About MCT Inc - Offshore Vessel Owner & Operator
   - MCT describes long-term Petrobras charters under Brazilian and REB registrations and AHTS employment in West Africa. It separately identifies reactivation and commercial discussions, supporting distinction between employed vessels and prospective deployment. Legal and ownership verification remains a procurement condition. ([mctinc.gr](https://www.mctinc.gr/about))

26.25. Damen Shipyards Group

Damen Shipyards Group offers a configurable newbuild route for owners seeking anchor handling, towage and supply functions within one vessel platform. Its AHTS family combines working decks, cargo tanks, winch capability and firefighting functions; hybrid propulsion is offered as an option rather than a universal configuration. ■■■ ■■■■ ■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■ ■■■■ ■■■■■ ■■■■■■■ ■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■

Damen's service hubs and traveling engineers provide a lifecycle-support channel beyond vessel delivery. ■■■■ ■■ ■■■■■■■■ ■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■ ■■ ■■ ■■■■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■■■■■ The model listing is not evidence of a vessel ready for immediate employment.

Sources & Evidence

1. Anchor Handling Tug Supply Vessels - AHTS ship - Damen
   - Damen markets its AHTS family for anchor handling, towage, cargo transportation and firefighting, and offers hybrid propulsion as an option.
   - Company verification: Damen directly offers complete Anchor Handling Tug Supply vessels.
2. AHTS 150 - Anchor Handling Tug Supply Vessel - Damen
   - The AHTS xx.xx product page presents DP2 positioning and a flexible working deck as advertised model capabilities, alongside lifecycle-support options.

3. Service Hubs - Damen
   - Damen describes global service hubs and traveling service engineers. The profile treats deployment-specific coverage and response commitments as contractual verification questions rather than guaranteed outcomes.

26.26. Vard Group AS

Vard Group AS combines an AHTS design portfolio with shipbuilding and electrical-system integration. ■■■■■■ ■■■ ■■■■■■■■■ ■■■■■ ■ ■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■ ■ ■■ ■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ This distinction matters to owners choosing between a transit-oriented operating profile and a mooring-intensive specification: the designs address different employment requirements rather than interchangeable capacity.

■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■ ■■ ■■■ ■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■ ■■■■■■■■ ■■ ■■ ■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■ ■■ ■■■■■ ■■■■■■■■■■ Concentrating these functions within the group can simplify coordination, while making subsequent upgrades dependent on the contracted integration package. Design availability alone should not be treated as a reserved production slot or committed delivery date.

Sources & Evidence

1. VARD 2 09 Efficient AHTS - VARD
   - VARD xx.xx xx.xx is presented as a mid-size anchor handler emphasizing long-range transit and conventional anchor handling, with alternative emissions-related technology levels.
2. VARD 2 11 Medium Size AH for Deep Water - VARD
   - VARD xx.xx xx.xx is specialized for pre-mooring and deepwater operations, with under-deck fiber-rope capacity for advanced mooring systems.
3. Shipbuilding - VARD
   - VARD presents in-house construction and integration of specialized vessels and lists shipyards in Norway, Romania, Vietnam and Brazil. The profile does not assume that each yard is allocated to a particular AHTS proposal.
4. Vard Electro - provider of marine electrical systems - VARD
   - Vard Electro offers electrical engineering, procurement and integration through the warranty period, including tailored diesel-electric and hybrid vessel solutions. These are group capabilities, not automatic inclusions in every AHTS contract.
5. Vard 2-Series Anchor Handling Tug Supply Vessels
   - Company verification: Vard Group AS directly offers its Vard xx.xx-Series AHTS vessel designs.

26.27. Ulstein Group

Ulstein Group offers customer-adaptable AHTS designs and capabilities for modifying existing vessels. ■■■ ■■■■ ■■■■■■■■■ ■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■ ■■■■■■■

RESEARCH SAMPLE REPORT

[illegible] A newbuild proposal should distinguish design responsibility from the undertaking to construct and deliver the vessel.

Ulstein Verft's work on Odin Viking demonstrates an existing-vessel route: the company reports completing installation and maintenance associated with a launch-and-recovery system in March 2025. Its aftermarket offering covers conversion engineering, survey support, propulsion repairs and traveling electrical-service engineers. [illegible]

Sources & Evidence

1. Anchor Handling Tug Supply | Ulstein Group
   · Ulstein presents customer-adaptable AHTS designs with customer-specific cargo arrangements, winches and handling gear. Its listed portfolio includes A141 and AX141.
2. L-LARS installation on Odin Viking for Sea1 Offshore | Ulstein Group
   · Ulstein reports that Odin Viking underwent installation and maintenance associated with an Evotec launch-and-recovery system and was ready again on March xx.xx 2025. This establishes a completed AHTS upgrade example, not a general conversion-duration promise.
3. Aftermarket services | Ulstein Group
   · Ulstein Verft offers retrofit and conversion support, engineering, class survey support and propulsion-system repairs. Group electrical-service engineers travel worldwide. These capabilities support evaluating a defined modification package, conditional on hull suitability and approvals.
4. Anchor Handling & Tugs | Ulstein Group
   · Company verification: Ulstein directly presents an AHTS vessel-design portfolio, distinct from its oceangoing tug portfolio.

26.28. PaxOcean Engineering Pte Ltd

PaxOcean Engineering Pte Ltd's relevant role is vessel engineering and construction, supported by PaxOcean's regional shipyard platform. The group's integrated-solutions catalogue includes an AHTS design, and its product sheet identifies anchor handling, supply, towage and firefighting functions with an advertised ABS DPS-xx.xx notation. [illegible]

PaxOcean operates shipyards in Singapore, China and Indonesia supporting newbuilding, repair and conversion activities. Its xx.xx Jalan Samulun yard in Singapore opened on February xx.xx 2026, providing a dock and workshop platform relevant to maintenance and upgrades without itself reserving an AHTS newbuild slot. [illegible]

[illegible]

Sources & Evidence

1. Integrated Solutions - PaxOcean Group of Shipyards
   - PaxOcean's integrated-solutions page includes Anchor Handling Tug Supply Vessel among its design offerings and describes engineering integration services.
2. Anchor Handling Tug Supply Vessel - PaxOcean Product Sheet
   - PaxOcean's AHTS product sheet specifies anchor handling, supply, towage and firefighting classifications together with ABS DPS-xx.xx. This is an advertised design notation, not verification of a named hull's certification.
   - Company verification: PaxOcean Engineering Pte Ltd's official product document presents a complete Anchor Handling Tug Supply vessel offering.
3. Opening of New S$200 Million PaxOcean Shipyard Paves the Way for Singapore's Maritime Future
   - PaxOcean reports opening its xx.xx Jalan Samulun Singapore yard on February xx.xx 2026. It identifies shipyards in Singapore, China and Indonesia and lists PaxOcean and POSH as distinct members of Kuok Maritime Group.

26.29. Miclyn Express Offshore

Miclyn Express Offshore offers AHTS capacity through a regional offshore-vessel chartering business. Its published DP/Subsea fleet schedule names MEO Monarch xx.xx MEO Monarch xx.xx and MEO Sovereign xx.xx as DP2 AHTS, alongside Uniwise Advantage and Uniwise Adventure. [illegible] Buyers should distinguish an AHTS commitment from MEO's broader offshore-vessel offering and compare agreed local support with separately retained shore coordination. Award should follow confirmation of the nominated hull and operating mandate, not a group-level fleet presentation.

Sources & Evidence

1. DP/ Subsea Fleet - Miclyn Express Offshore
   - MEO's DP/Subsea fleet table lists MEO Monarch xx.xx MEO Monarch xx.xx MEO Sovereign xx.xx Uniwise Advantage and Uniwise Adventure under DP2 AHTS. The displayed table does not allocate vessel ownership or establish project availability.

2. Chartering Solutions - Miclyn Express Offshore
   - MEO describes fit-for-purpose chartering across specialized and general-purpose offshore vessels, crewboats, near-shore vessels and barges. A nominated AHTS commitment is narrower than this corporate service range.
3. Contact - Miclyn Express Offshore
   - MEO identifies Singapore headquarters, UAE ship-management offices, Miclyn Midad Marine in Saudi Arabia and Uniwise Offshore in Thailand. These establish entity and contact locations, not vessel-specific deployment eligibility.
4. MEO Corporate Profile
   - Company verification: Miclyn Express Offshore's older official corporate profile identifies AHTS within its offshore support vessel offering.
   - Company verification: Miclyn's July 2021 corporate profile directly lists named AHTS vessels, including MEO Sovereign, MEO Monarch, Miclyn Emperor, and Miclyn Empress vessels.
   - Company verification: The profile also includes Uniwise-named vessels, requiring affiliated-fleet attribution rather than automatic creation of another competitor.

26.30. Pacific Radiance Ltd.

Pacific Radiance Ltd. provides AHTS access within a business combining vessel chartering, technical and crew management, ship agency and shipyard services. Its fleet-capabilities page distinguishes AHTS from anchor handling tugs and platform supply vessels and lists DP2 AHTS configurations. ■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■ ■■ ■■■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■ ■■ ■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■ ■■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■

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Sources & Evidence

1. Fleet Capabilities - Pacific Radiance
   - Pacific Radiance describes managing AHTS within a diversified fleet, distinguishes AHTS from anchor handling tugs and platform supply vessels, and lists DP2 AHTS configurations without vessel names in the displayed specification table.
   - Company verification: Pacific Radiance's official fleet-capabilities page explicitly identifies managed AHTS.
   - Company verification: The page distinguishes AHTS from AHT and PSV offerings.
2. Offshore Oil and Gas - Pacific Radiance
   - Pacific Radiance offers operational, technical and commercial ship management and distinguishes owned vessels from third-party vessels managed on their owners' behalf.

3. Pacific Radiance Ltd. Annual Report 2025
   - The 2025 annual report establishes vessel chartering, technical and crew management, ship agency and Singapore shipyard services. It classifies PT Logindo Samudramakmur as an associate and states that third-party owners pre-fund operating expenses for certain managed vessels.

26.31. AD Ports Group

[illegible] This provides a potential route for project operators seeking vessel capacity with complementary offshore services rather than standalone hull access. The breadth of the offering does not establish that those functions are installed on, or included with, a particular AHTS.

The group's offshore and subsea business primarily serves oil, gas and energy customers in the Middle East and Southeast Asia and includes OFCO, its venture with Allianz Logistics Middle East, the NMDC survey and subsea venture, and Divetech. [illegible] Fleet-category disclosure does not substitute for vessel-specific ownership, availability and mission acceptance.

Sources & Evidence

1. Frequently Asked Questions - Noatum Maritime
   - Noatum Maritime identifies itself as an entity within AD Ports Group's Maritime & Shipping Cluster, formerly SAFEEN Group. Its offshore capabilities include AHTS, survey, logistics, diving, ROV and maintenance services.
2. Noatum Maritime Offshore & Subsea Factsheet
   - Noatum's Offshore & Subsea factsheet includes AHTS among vessels it says it owns and operates and lists offshore logistics, inspection, repair and maintenance, commercial diving and integrated subsea services. It does not assign those services to a named AHTS.
3. AD Ports Group Q4 2025 Earnings Presentation
   - The Q4 2025 presentation identifies the Middle East and Southeast Asia as principal offshore-business geographies and names OFCO with Allianz Logistics Middle East, the NMDC survey and subsea venture, and Divetech. This supports entity-specific responsibility diligence rather than assumed single-operator delivery.
4. AD Ports Group and National Marine Dredging Group to Establish SAFEEN Surveys and Subsea Services
   - Company verification: AD Ports Group's June xx.xx 2022 announcement identifies its participation in an offshore survey and subsea-services venture with NMDC.
   - Company verification: This establishes an offshore-services business connection, not a current AHTS vessel roster.

26.32. Garolla Group

[illegible]

[redacted] Med Dieci's published specification identifies Med Offshore S.p.A. as owner and describes DP-xx.xx positioning, anchor handling and towing machinery, offshore supply, firefighting and oil recovery functions.

This combination makes Med Offshore relevant for buyers seeking rig-support capacity with contingency-response capability. The specification supports screening, not proof of current retained ownership, available dates or customer acceptance. [redacted]

Sources & Evidence

1. Garolla | Shipping since 1870 - Med Offshore
   · Garolla identifies Med Offshore as an Italian group company, lists Med Otto, Med Dieci and Med Silver as AHTS offerings, and identifies chartering, technical and crewing functions in Naples.
2. Technical Specification: AHTS MED DIECI
   · Med Dieci's specification names Med Offshore S.p.A. as owner and documents DP-xx.xx positioning, anchor handling and towing equipment, offshore supply, firefighting and oil recovery functions. The specification does not establish present charter availability.
3. Anchor Handling Tug Supply Vessels - Damen
   · Company verification: Damen identifies Garolla Group as a recipient of AHTS xx.xx vessel deliveries; the page does not establish current retained ownership.

26.33. China Oilfield Services Limited

China Oilfield Services Limited confirms active AHTS operations within its marine-support business for the first half of 2026. [redacted]

[redacted] Pooled resources can broaden sourcing options while making the delivery entity less obvious. LNG standby vessels and wider OSV battery initiatives do not establish those configurations on an offered AHTS.

Sources & Evidence

1. China Oilfield Services Limited - Interim Results Announcement for the Six Months Ended 30 June 2026
   · The filing reports AHTS operations for the first half of 2026, marine transport and drilling-structure positioning services, pooled resources and Vessel+ services. LNG standby and OSV battery disclosures are not individual AHTS specifications.
   · Company verification: China Oilfield Services Limited's August xx.xx 2026 interim results establish current marine-support operations that include AHTS.
   · Company verification: The filing separately reports AHTS operating activity for the six months ended June xx.xx 2026, establishing substantial category-specific commercial participation.

2. China Oilfield Services Limited - 2021 First Quarterly Report
   - Company verification: China Oilfield Services Limited's 2021 first-quarter filing reports commercial AHTS operating activity within marine-support services.
   - Company verification: This establishes historical category participation, not a verified current fleet.

26.34. SEACOR Marine Holdings Inc.

SEACOR Marine Holdings Inc.'s reported fleet direction limits its relevance to immediate AHTS procurement. ■■■ ■■■■ ■■■■■■ ■■■■■■ ■■■■■■ ■■■■ ■■ ■■■■ ■■■■■■■■ ■■ ■■■ ■■■■■■ ■■■■■ ■■■■ ■■■ ■■■■■ ■■■■■■■■ ■■ ■■■■■ ■■■ ■■■■ ■■■ ■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■ ■■ ■■■■ ■■■■■■■■■ ■■■■■■ The AHTS heading retained on its commercial website should therefore be treated as historical category context rather than evidence of a deliverable vessel.

Buyers should not transfer the company's PSV hybrid-power credentials or international support footprint into an AHTS qualification. ■■■ ■■■ ■■■■ ■■■■■ ■■■■■ ■ ■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■ ■ ■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■ ■■■■ ■■■■■■■■■■■■ ■■ ■ ■■■■■■■■■■■■■■■■■■■■■■■ ■■■■■■ ■■■■ ■ ■■■■■■■■■■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■ ■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■ ■■■■■■■■■ ■■■■ ■■ ■■■■ ■■■■■■■■ Its broader services remain relevant but are not substitutes for anchor handling capacity.

Sources & Evidence

1. SEACOR Marine Holdings Inc. - 2025 Annual Report
   - SEACOR states that it has had no AHTS in its active fleet since the third quarter of 2025. The report separately describes PSV hybrid-battery systems and the company's international operating regions.
   - Company verification: SEACOR's 2025 annual report states that it has had no AHTS vessels in its active fleet since the third quarter of 2025.
   - Company verification: The report documents historical AHTS fleet participation and 2024 vessel dispositions.
2. SEACOR Marine Announces Second Quarter 2026 Results And Strategic Alternatives Review
   - SEACOR's June xx.xx 2026 fleet disclosure lists FSVs, PSVs and liftboats without an AHTS fleet entry. On July xx.xx 2026, the company announced evaluation of strategic alternatives, not a completed transaction.
3. Fleet | SEACOR Marine
   - SEACOR's commercial fleet menu retains an Anchor Handling Towing Supply Vessels category. That menu heading does not establish a currently controlled or deliverable AHTS.
   - Company verification: SEACOR Marine's retrievable fleet menu lists an Anchor Handling Towing Supply Vessel category.
   - Company verification: The menu alone does not establish retained current AHTS ownership or operations.

26.35. Atlantic Towing Limited

Atlantic Towing Limited's AHTS offering is supported by named assets and an identifiable service obligation. It lists Atlantic Eagle and Atlantic Raven as UT xx.xx AHTS vessels and states that both are on long-term Canadian Coast Guard contracts off British Columbia. ■■■■■■■ ■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■

The commercial strength is documented participation in sustained public emergency-towing service; the counterforce is that contract-backed deployment is not spare anchor handling availability. Public maritime authorities can assess this operating model when procuring readiness and response coverage. ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■ ■ ■■■■■■ ■■■ ■■ ■■■■■■■■ ■■ ■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■ ■■■ ■■■ ■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■

Sources & Evidence

1. Our Services | Atlantic Towing
   - Atlantic Towing identifies Atlantic Eagle and Atlantic Raven as AHTS vessels on long-term Canadian Coast Guard contracts off British Columbia and describes salvage and rescue towing services. Contract-backed deployment is distinct from uncommitted charter availability.
   - Company verification: Atlantic Towing identifies Atlantic Eagle and Atlantic Raven as AHTS vessels on long-term Canadian Coast Guard contracts.
2. Offshore | Atlantic Towing
   - Atlantic Towing's offshore fleet page identifies Atlantic Eagle and Atlantic Raven as UT xx.xx AHTS vessels.
3. About Us | Atlantic Towing
   - Atlantic Towing identifies offices in Saint John, St. John's, Dartmouth and Victoria and describes marine crews and land-based personnel supporting its marine services.
   - Company verification: The company identifies itself as Atlantic Towing Limited, headquartered in Saint John, New Brunswick.

26.36. Horizon Maritime Services Ltd.

Horizon Maritime Services Ltd. presents Horizon Arctic as an AHTS with dual propulsion, a diesel-electric operating mode and Special Purpose Ship notation. Its published vessel description also identifies winterization, a strengthened hull and an ROV hangar with launch-and-recovery equipment. ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■ ■■■■■■■ ■■■■ ■■■■■■■■■■■■■■ ■■■■■ ■■■■ ■■ ■■■ ■■■■■ ■■■■ ■■■■■ ■■■■■■ ■■ ■■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■ ■■■ ■■■ ■■■■ ■■■■■■■■■■■■

The company offers crewing, shoreside support and vessel management, including Canadian Authorized Representative services for foreign entities. This gives an asset owner a potential management route when Canadian delivery functions are missing, while a project buyer can assess an integrated vessel-and-personnel package. ■■■■■■ ■■■■■■■■■■■ ■■■■ ■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■ ■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■ ■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■

Sources & Evidence

1. Vessels | Horizon Maritime
   · Horizon lists Horizon Arctic as an AHTS with dual propulsion, a diesel-electric mode and Special Purpose Ship notation. Its fleet page separately identifies other vessel classes.
   · Company verification: Horizon Maritime's commercial fleet page identifies Horizon Arctic as an Anchor Handling Tug Supply vessel.
2. The Horizon Arctic: An offshore vessel with unequalled power and capacity
   · Horizon Arctic's published description identifies a strengthened hull, winterization measures and an ROV hangar with launch-and-recovery equipment. These reported features do not establish present project acceptance.
3. Services | Horizon Maritime
   · Horizon offers vessel crewing, shoreside support and vessel management, including Canadian safety-management expertise, Document of Compliance and Authorized Representative services for foreign entities operating in Canada.
4. Federal corporation information - 1548452-9 - Corporations Canada
   · Company verification: Corporations Canada identifies HORIZON MARITIME SERVICES LTD., corporation xx.xx-xx.xx as active and non-distributing.

26.37. Robert Allan Ltd.

[redacted] The Beaufort portfolio includes the shallow-draft Beaufort xx.xx AHTS and icebreaking Beaufort xx.xx and Beaufort xx.xx AHTS designs, with combinations of anchor handling, towing, supply and emergency-support functions. These are separate design propositions for draft-sensitive or ice-exposed assignments, not interchangeable vessels available for hire.

The firm offers coordinated naval architecture, marine engineering and front-end project studies. [redacted] Buyers should verify relevant construction references and agree design and approval deliverables for the proposed build.

Sources & Evidence

1. Anchor-Handling Tug/Supply Vessels - Robert Allan Ltd.
   · Robert Allan publishes the shallow-draft Beaufort xx.xx AHTS and icebreaking Beaufort xx.xx and Beaufort xx.xx AHTS designs with differentiated mission combinations. The portfolio also contains other offshore vessel classes and is a design offering, not proof of charter availability.
2. Services - Robert Allan Ltd.
   · Robert Allan offers coordinated naval architecture and marine engineering, consulting and front-end studies to determine an appropriate vessel design for a customer's application.
3. Offshore Support Vessels - Robert Allan Ltd.
   · Company verification: Robert Allan Ltd.'s official offshore support vessel design offering includes Anchor-Handling Tug/Supply Vessels.

26.38. RJG Construction

RJG Construction's marine offering identifies Jim Kilabuk as an AHTS owned and operated from St. John's, Newfoundland, and markets ice management, seismic escort, cargo transportation, standby and towing services alongside construction and tug-and-barge work.

Project contractors can evaluate this combined support route, but the published vessel description references certification in 2019, not proof of present readiness. Confirm retained control, class status, equipment condition, crew and an external hire commitment before award. ■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■ ■■ ■■■■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■ ■■ ■■■■■■■■■■■

Sources & Evidence

1. Marine | RJG Construction Ltd.
   - RJG identifies Jim Kilabuk as an owned-and-operated AHTS, lists ice, seismic, cargo, standby and towing services, and references RINA Canada certification in 2019.

26.39. 2020 Bulkers Ltd.

2020 Bulkers has established an AHTS asset-control platform through completed corporate acquisitions. ■■■ ■■■■■■■ ■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■ ■■■■■ ■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■ ■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■ ■■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ Completed share transfers should therefore be distinguished from the physical handover and readiness of every announced vessel.

The acquired platform focuses on large AHTS vessels, while its September 2026 transaction materials describe establishing an operating organization within AHTS AS. ■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■ ■ ■■■■■■■■■■■ ■■■■ ■■■ ■■ ■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■ ■■■■ ■■■■■ ■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■ Before a term commitment, verify handover, existing employment, management authority and project acceptance; corporate aggregation does not replace vessel-specific qualification.

Sources & Evidence

1. 2020 Bulkers Ltd. (2020) - Transaction Update
   - The October xx.xx 2026 announcement confirms completed acquisitions of AHTS AS and additional vessel-holding companies, while distinguishing vessel purchases awaiting delivery. ([2020bulkers.com](https://2020bulkers.com/mfn_news/2020-bulkers-ltd-2020-transaction-update/))
   - Company verification: The October xx.xx 2026 announcement states that 2020 Bulkers completed its acquisition of AHTS AS and thereby established control of an AHTS fleet.
2. 2020 Bulkers Ltd. (2020) - Issuance of Consideration Shares for Anchor Australia AS
   - The October xx.xx 2026 announcement confirms delivery of Anchor Australia AS shares into the group; it describes a share transfer rather than documenting every vessel handover. ([2020bulkers.com](https://2020bulkers.com/mfn_news/2020-bulkers-ltd-2020-issuance-of-consideration-shares-for-anchor-australia-as/))

3. 2020 Bulkers Ltd. (2020) - Announcement of a letter of intent to acquire up to 15x large AHTS vessels and intended financing of up to approximately USD 485 million
   - The September xx.xx 2026 announcement identifies a large-AHTS acquisition platform and describes establishing an operating organization within AHTS AS. The contracting-authority checks are analytical implications. ([2020bulkers.com](https://2020bulkers.com/mfn_news/2020-bulkers-ltd-2020-announcement-of-a-letter-of-intent-to-acquire-up-to-15x-large-ahts-vessels-and-intended-financing-of-up-to-approximately-usd-xx.xx-million/))
4. 2020 Bulkers Ltd. - Results for the First Quarter of 2022
   - Company verification: The company's report identifies 2020 Bulkers Ltd. as incorporated in Bermuda on September xx.xx 2017.

26.40.Marinsa de México, S.A. de C.V.

Marinsa offers AHTS/tugboat access alongside rig-movement and vessel-management services. ■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■ ■ ■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■ The agreement should identify the included functions and accountable operating entity rather than assume that vessel access automatically includes the entire support package.

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Sources & Evidence

1. Specialized Vessels - Marinsa
   - Marinsa's specialized-vessel offering expressly includes AHTS/tugboats. ([marinsa.com.mx](https://marinsa.com.mx/our-service/specialized-vessels/))
   - Company verification: Marinsa's specialized-vessel offering explicitly includes AHTS/tugboats.
   - Company verification: The page identifies MARINSA DE MÉXICO S.A. DE C.V.
2. Rig movement and positioning - Marinsa
   - Marinsa describes rig-movement support spanning preliminary assessment and transfer of drilling equipment. ([marinsa.com.mx](https://marinsa.com.mx/our-service/rig-movement-and-positioning/))
3. Vessel Management - Marinsa
   - Marinsa lists ship management, maintenance, agency, operating bases and additional personnel within its management-service scope. These are offered functions, not independently verified service outcomes. ([marinsa.com.mx](https://marinsa.com.mx/our-service/vessel-management/))

4. PEMEX - Fallo del Concurso GCMCLM-822-2023-PCON-95641-1-AHTS-140
   · The 2023 Marinsa-led joint proposal passed technical evaluation but failed commercial evaluation. ([pemex.com](https://www.pemex.com/inai/procura/Fraccion%20XXVIII/Fraccion%20XXVIII%20A/PEP/GCMCLM%xx.xx/TERCER%20TRIMESTRE/xx.xx/Fallo%xx.xx.pdf))
   · Company verification: Marinsa's joint AHTS-service proposal passed technical evaluation but failed commercial evaluation.
5. PEMEX - Acta de Notificación del Resultado del Concurso, Contrato 648224877
   · The November xx.xx 2024 notification awards Arcángel San Rafael assistance and towage services to Seatow, Marinsa and Ocean Marine jointly. ([pemex.com](https://www.pemex.com/inai/procura/Fraccion%20XXVIII/XXVIII_2024/PEP/GCMCLM/4to%20trimestre%xx.xx/xx.xx/Notificaci%C3%B3n%20Resultado%xx.xx.pdf))
6. ARCÁNGEL SAN RAFAEL - Marinsa
   · Marinsa classifies Arcángel San Rafael as a tugboat and describes towing, maneuvering and assistance functions. ([marinsa.com.mx](https://marinsa.com.mx/our-fleet/arcangel-san-rafael/))

26.41. Mexiship Ocean CCC, S.A. de C.V.

Mexiship Ocean CCC has entity-specific evidence of AHTS tender qualification: PEMEX's 2023 evaluation accepted its TC QUEEN proposal on commercial, technical and economic criteria. ■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■ ■■ ■■■■■■ ■■■■■■■■■ These functions provide a potential route to sourced capacity, but the platform's wider vessel portfolio should not be attributed wholesale to this legal entity.

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Sources & Evidence

1. PEMEX - Fallo del Concurso GCMCLM-822-2023-PCON-95641-1-AHTS-140
   · Mexiship Ocean CCC's TC QUEEN proposal passed commercial, technical and economic evaluations in 2023. ([pemex.com](https://www.pemex.com/inai/procura/Fraccion%20XXVIII/Fraccion%20XXVIII%20A/PEP/GCMCLM%xx.xx/TERCER%20TRIMESTRE/xx.xx/Fallo%xx.xx.pdf))
   · Company verification: Mexiship's TC QUEEN AHTS-service proposal passed the commercial, technical, and economic evaluations in 2023.
2. Mexiship (History) - Mexiship Services
   · The Mexiship service platform advertises chartering, cross-chartering, vessel management and AHTS participation serving offshore projects including the Gulf of Mexico. The profile distinguishes platform claims from entity-specific qualification. ([mexishipservices.com](https://www.mexishipservices.com/home/en/nuestra-historia/))
   · Company verification: Mexiship's business materials describe AHTS fleet participation, vessel chartering, cross-chartering, and management serving the Gulf of Mexico.

3. CH Offshore, Limited v. Mexiship Ocean CCC S.A. de C.V., No. 24-20525 - Fifth Circuit Decision
   - The December xx.xx 2025 decision recounts an arbitral vessel-redelivery award in a Mexiship charter dispute and remands attachment proceedings. It also describes distinct operating and financing entities without resolving their ultimate alter-ego liability. ([ca5.uscourts.gov](https://www.ca5.uscourts.gov/Opinions/pub/xx.xx/xx.xx-xx.xx-CV0.pdf))

26.42. Cotemar S.A. de C.V.

[redacted] ORION I also remains listed in the company's vessel-brochure portal. These particulars support a defined vessel assessment, but DPS-I documentation should not be accepted as proof of DP Class xx.xx eligibility, and a brochure listing does not establish a charter window.

[redacted] Bundling may simplify coordination, but substitution and acceptance rights must remain explicit. A buyer retaining its own project-management capability should specify the required vessel service rather than default to a broader construction package.

Sources & Evidence

1. ORION I - Cotemar Vessel Specifications
   - ORION I's brochure names Cotemar as Mexican owner and specifies AHTS, DPS-I and Fire Fighter I notations. Its positioning documentation is class-specific. ([cotemar.com.mx](https://cotemar.com.mx/wp-content/uploads/2021/xx.xx/ORION-INGLES.pdf))
   - Company verification: Cotemar's ORION I brochure names Cotemar S.A. de C.V. as the Mexican owner and gives the vessel an AHTS class designation.
   - Company verification: The brochure identifies ORION I by IMO number xx.xx.
2. Brochures: Vessels - Cotemar
   - Cotemar's vessel-brochure portal includes ORION I. The listing supports an identifiable vessel reference, not an available charter commitment. ([cotemar.com.mx](https://cotemar.com.mx/en/informacion-tecnica-sobre-nuestra-flota/))
3. Nuestra infraestructura - Cotemar
   - Cotemar describes Gulf of Mexico infrastructure encompassing logistics, maintenance and construction vessels and semisubmersible construction/accommodation assets. Evaluating a coordinated service package is a conditional commercial inference. ([cotemar.com.mx](https://cotemar.com.mx/en/nuestra-infraestructura_/))

26.43. Arrow Marine Logistics Services

Arrow Marine Logistics Services offers chartering that explicitly includes AHTS and port-agency services for owners and charterers. Its stated agency coverage includes Isla del Carmen, Dos Bocas, Chiltepec, Frontera and Seybaplaya, with documentation, cargo-handling and crew-change coordination. [redacted]

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The AHTS category on its vessel page is not tied to a named AHTS hull. Buyers should obtain the registered contracting identity, vessel particulars and an owner-authorized commitment before treating a proposal as secured capacity. ■■■■■ ■■■■■ ■■■■ ■■ ■■ ■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■ ■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■ ■■■ ■■■■ ■■ ■■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■ ■■■■■■■

Sources & Evidence

1. Embarcaciones - Arrow Marine Logistics Services
   - Arrow explicitly offers AHTS chartering, but the vessel page does not attach that category to a named qualifying AHTS hull. It identifies Ciudad del Carmen headquarters and regional operating bases. ([amls.mx](https://www.amls.mx/embarcaciones/))
   - Company verification: Arrow Marine Logistics Services offers offshore vessel chartering that expressly includes AHTS.
   - Company verification: The page identifies a headquarters office in Ciudad del Carmen, Campeche, Mexico.
2. Agencia Consignataria - Arrow Marine Logistics Services
   - Arrow offers owner/charterer representation, documentation, cargo handling and crew-change coordination in Dos Bocas, Chiltepec, Frontera, Isla del Carmen and Seybaplaya. These establish an offered agency role rather than vessel ownership. ([amls.mx](https://www.amls.mx/servicios/agencia-consignataria/))

26.44. Grupo TMM, S.A.B.

Grupo TMM markets Mexican offshore-vessel services through TMM Marítimo, including anchor-handler categories and complementary marine support. Its 2024 annual report provides a more specific fleet-control boundary: the March xx.xx 2025 offshore roster identifies chartered vessels, while the employment discussion describes named vessels in mud-vessel service. ■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■ ■■■■■

A buyer should request a same-hull anchor handling, towing and supply package backed by ownership or charter authority covering the proposed commitment. An operator-led proposal may suit a purchaser needing vessel access and offshore coordination; a task requiring independently available AHTS capacity still needs its own hull-specific evidence. ■■■ ■■■■■ ■■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■ ■■ ■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■

Sources & Evidence

1. Grupo TMM, S.A.B. - Informe Anual 2024
   · The March xx.xx 2025 offshore roster distinguishes chartered vessels, and the employment discussion describes mud-vessel contracts; it does not establish every hull's combined AHTS capability. ([tmm.com.mx](https://www.tmm.com.mx/assets/IA-2024-45072f6a.pdf))
   · Company verification: Grupo TMM's 2024 report describes offshore logistics, supply, and anchor-handling tug activities and presents its operated fleet as of March xx.xx 2025.
   · Company verification: The roster includes chartered vessels, requiring separation of ownership from commercial operation.
2. Offshore Vessels - TMM Marítimo
   · TMM Marítimo markets offshore services in Mexico, identifies Grupo TMM business-unit support, and lists anchor-handler and other support-vessel categories. This is portfolio evidence rather than hull-specific qualification. ([transportacionmaritima.com](https://transportacionmaritima.com/en/offshore-vessels/))

26.45. Marítima del Golfo de México y Subsidiarias para el Petróleo, SA de CV.

[redacted] An earlier company promotion names Isla Cedros as an AHTS at Dos Bocas. This provides a vessel-specific sourcing lead, not a current availability commitment or grounds to attribute every historical TMM offshore vessel to the company.

Grupo TMM's 2024 report identifies Marítima del Golfo as the renamed TMMDM and states that the prior maritime-services agreement ended in August 2022. [redacted] Any subsequent relationship with TMM should be assessed through its actual agreement, without assuming either continuing group control or the absence of other commercial links.

Sources & Evidence

1. Grupo TMM, S.A.B. - Informe Anual 2024
   · TMM identifies Marítima del Golfo as the renamed TMMDM and reports that the maritime-services agreement ended in August 2022. Current management authority cannot be inferred from that former agreement. ([tmm.com.mx](https://www.tmm.com.mx/assets/IA-2024-45072f6a.pdf))
   · Company verification: The report states that the former TMMDM changed its name to Marítima del Golfo de México y Subsidiarias para el Petróleo, SA de CV.
   · Company verification: It states that the maritime-services agreement with TMMDM ended in August 2022.
2. Marítima del Golfo de México y Subsidiarias para el Petróleo - Corporate LinkedIn Page
   · Marítima del Golfo's corporate page lists AHTS among its specialties and locations in Ciudad del Carmen and Paraíso. These are the company's own offering and location statements. ([mx.linkedin.com](https://mx.linkedin.com/company/mgmmx))
3. Isla Cedros - Marítima del Golfo Corporate Vessel Promotion
   · The company's earlier promotion identifies Isla Cedros as an AHTS at Dos Bocas. The profile treats this as a sourcing lead, not continuing availability. ([es.linkedin.com](https://es.linkedin.com/posts/mgmmx_isla-cedros-activity-xx.xx-M6TH))

26.46. Seatow Marine, S.A.P.I. de C.V.

Seatow's documented AHTS role is consortium participation. ■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■ ■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■ A November xx.xx 2024 award notification separately names Seatow with Marinsa and Ocean Marine for Arcángel San Rafael towage and emergency-assistance services, with an awarded service period extending through December xx.xx 2026.

The later award establishes an accepted joint-service offer, not independent AHTS fleet control. Marinsa labels Arcángel San Rafael a tugboat, so that contract should not be treated as proof of combined anchor handling and supply capability on the same hull. ■ ■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■

Sources & Evidence

1. PEMEX - Fallo del Concurso GCMCLM-822-2023-PCON-95641-1-AHTS-140
   - Seatow participated with Marinsa and Servicios Marinos del Sureste in the ALLIANZ WARLOCK AHTS proposal. ([pemex.com](https://www.pemex.com/inai/procura/Fraccion%20XXVIII/Fraccion%20XXVIII%20A/PEP/GCMCLM%xx.xx/TERCER%20TRIMESTRE/xx.xx/Fallo%xx.xx.pdf))
   - Company verification: Seatow Marine is identified as a joint AHTS-service bidder.
2. PEMEX - Acta de Notificación del Resultado del Concurso, Contrato 648224877
   - The notification names Seatow as a joint award participant and specifies service from January xx.xx 2025, through December xx.xx 2026; it does not establish independent fleet ownership. ([pemex.com](https://www.pemex.com/inai/procura/Fraccion%20XXVIII/XXVIII_2024/PEP/GCMCLM/4to%20trimestre%xx.xx/xx.xx/Notificaci%C3%B3n%20Resultado%xx.xx.pdf))
3. ARCÁNGEL SAN RAFAEL - Marinsa
   - The named consortium vessel is marketed as a tugboat; the page does not establish a combined AHTS package. ([marinsa.com.mx](https://marinsa.com.mx/our-fleet/arcangel-san-rafael/))

26.47. Servicios y Apoyos Marítimos, S.A. de C.V.

Servicios y Apoyos Marítimos has a documented vessel-specific AHTS contracting role through its joint award with Naviera Bourbon Tamaulipas. ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■ ■■■■■ ■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■ ■■■■■■■ ■■ ■■■■■ ■■■■■■■ ■■■■■■■■ ■■■ ■■■■■ This establishes an awarded service package, not ownership of the hull or uninterrupted delivery.

Mexican oil-and-gas buyers should assess the consortium package and identify which party controls vessel commitments, crewing, maintenance and performance guarantees. ■■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■ ■ ■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■ ■■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■ ■■■■

[redacted] Neither a standalone fleet nor current parent guarantees should be inferred from this award.

Sources & Evidence

1. PEMEX - Notificación de Resultado del Concurso PMX-DCAS-SA-PC-PEPR-CN-S-GCMCLM-822-2024-PCON-102088-1-AHTS
   - On September xx.xx 2024, PEMEX notified award of contract xx.xx to Servicios y Apoyos Marítimos jointly with Naviera Bourbon Tamaulipas for Bourbon Artemis.
   - The specified service includes materials transport, bulk transfers, towing, anchor handling and platform positioning, with a planned execution period from January xx.xx 2025, through December xx.xx 2026. The notification establishes an award, not uninterrupted performance, hull ownership or availability for another charter.
2. PEMEX - Fallo del Concurso GCMCLM-822-2023-PCON-95641-1-AHTS-140
   - Company verification: Servicios y Apoyos Marítimos registered interest but did not submit a proposal.

26.48. Harren & Partner Services México, S.A.P.I. de C.V.

Harren & Partner Services México is commercially linked with HF Offshore Services México in Campeche's 2025 port-contract record, which places both names in the same entry. [redacted] The business describes ship management, in-house crewing and HSEQ functions from Ciudad del Carmen and Mexico City.

Its relevant AHTS access is through management and vessel representation. HF's fleet catalog identifies Titan as a Mexican-flagged DP2 AHTS and describes listed vessels as managed or represented through charter and project arrangements. [redacted]

Sources & Evidence

1. API Campeche - Relación de contratos mercantiles
   - Campeche port administration's 2025 commercial-contract list places HF Offshore Services México S.A.P.I. de C.V. and Harren & Partner Services México, S.A.P.I. de C.V. together in the same entry.
   - The paired entry supports commercial-identity linkage and continuity diligence, but does not establish executed legal novation or continuing parent guarantees.
2. Ship Management - HF Offshore GmbH
   - HF Offshore reports that HF Offshore Services México was acquired from Harren Group through a management buyout at the beginning of 2024.
   - The company describes ship management, an in-house crewing department and HSEQ functions, with its headquarters in Ciudad del Carmen and a location in Mexico City. These are company-described functions, not independent confirmation of vessel-specific contracting authority.

3. HF Offshore Fleet - HF Offshore GmbH
   - HF Offshore describes its published vessels as under management or representation, including charter and project-specific contracting arrangements.
   - Titan is listed as a Mexican-flagged AHTS with Kongsberg DP2 positioning. This supports investigating vessel access through the management business, but not attributing ownership or uncommitted charter capacity to the captured company.
4. PEMEX - Fallo del Concurso GCMCLM-822-2023-PCON-95641-1-AHTS-140
   - Company verification: Harren & Partner Services México is recorded as not submitting a proposal.

26.49. Eastern Shipbuilding Group, Inc.

Eastern Shipbuilding Group's AHTS relevance lies in whole-vessel integration experience at a U.S. commercial shipyard, rather than a demonstrated charter fleet. [redacted] Eastern also markets offshore supply vessel construction and identifies Allanton Shipyard on Florida's Gulf Coast as the location of its commercial operations.

[redacted] Before awarding work, buyers should obtain the project's acceptance record, the proposed design and class basis, engineering and equipment responsibilities, and a firm yard commitment. Extensive rebuilding supports integration diligence, but inherited-hull work and newbuild procurement have different scope and acceptance obligations.

Sources & Evidence

1. Keith Cowan - Eastern Shipbuilding Group, Inc.
   - Eastern identifies Keith Cowan for SEACOR Marine as an AHTS rebuild and describes essentially rebuilding the vessel after severe fire damage.
   - The vessel narrative describes DP2 positioning, diesel-electric propulsion and cargo systems. Its delivery table gives 2017, while its narrative gives October xx.xx 2012; the conflicting chronology is preserved rather than resolved by assumption.
   - Company verification: Eastern Shipbuilding Group, Inc.'s portfolio classifies Keith Cowan as an AHTS complete-vessel rebuild for SEACOR Marine.
   - Company verification: The page identifies the company as a U.S. shipbuilder.
   - Company verification: The delivery table gives 2017, while the narrative gives October xx.xx 2012.
2. Commercial Vessels - Eastern Shipbuilding Group, Inc.
   - Eastern markets offshore supply vessel construction and states that its commercial operations take place at Allanton Shipyard on Florida's Gulf Coast.
   - This supports investigating an AHTS-specific construction proposal, but does not establish a firm AHTS newbuild design, delivery commitment or repeat newbuild program.

26.50. Starnav

[redacted]

[redacted] Solstad's June xx.xx 2024 announcement identifies Normand Ferking as a Solstad Maritime AS-owned AHTS and reports a Petrobras anchor-handling award scheduled to begin in the second quarter of 2025. These records distinguish the registered Brazilian party from the reported asset owner.

For charterers and vessel owners, the practical question is which organization can commit the vessel and support delivery. Starnav's registered role supports counterparty diligence for Brazilian employment, but does not establish exclusive commercial control or spare capacity. [redacted]

Sources & Evidence

1. Tribunal Marítimo - Diário Eletrônico, Ano X, No. 58, May 14, 2025
   - Brazil's Maritime Tribunal records Normand Ferking's inclusion in the Brazilian Special Registry on April xx.xx 2025, names Starnav Serviços Marítimos as armador, and specifies April xx.xx 2028, as registration validity.
   - The entry supports the identity of the registered Brazilian party, but does not establish exclusive charter representation, all management responsibilities or uncommitted vessel capacity.
2. Multiple contract awards in Brazil - Solstad
   - Solstad's June xx.xx 2024 announcement identifies Normand Ferking as an AHTS owned by Solstad Maritime AS and reports a Petrobras anchor-handling contract scheduled to commence in the second quarter of 2025.
   - The announcement establishes disclosed ownership and awarded employment at that date, not confirmation of actual commencement, uninterrupted performance or present availability. Combined with the registry, it supports separating Starnav's registered role from reported hull ownership.
3. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   - Company verification: Starnav grouping includes AHTS Normand Ferking and Normand Sagaris.
4. Frota - Starnav - Soluções Offshore
   - Company verification: The company publishes its Starnav commercial fleet catalog, primarily identifying PSV offerings.

26.51. Marlin Navegação S.A.

[redacted] Bravante also publishes offshore support bases in São Gonçalo and Macaé. These facts establish a Brazilian operating interface and a named vessel reference, but do not make Marlin's contracting identity and Bravante's operating role interchangeable.

A charter buyer should establish which entity signs the agreement, which controls vessel employment and maintenance, and which shore-support functions are committed. A manager-supported package could reduce the buyer's need to assemble local services, but only where those functions are included in the agreement; it also introduces an interface between the contracting and operating parties. [redacted]

[redacted]

Sources & Evidence

1. ANTAQ - Navegação Marítima - Empresas Autorizadas: MARLIN NAVEGACAO S.A.
   · ANTAQ identifies MARLIN NAVEGACAO S.A. in Rio de Janeiro and records maritime-support and port-support authorizations. This establishes the named authorized entity, not vessel availability or parent control. ([web.antaq.gov.br](https://web.antaq.gov.br/Portal/Frota/ExibirEmpresaCircularizacao.aspx?NRInscricao=xx.xx&TPInscricao=xx.xx))
   · Company verification: The regulator identifies MARLIN NAVEGACAO S.A. in Rio de Janeiro and records maritime-support and port-support authorizations.
2. Grupo Bravante - Marlin Copacabana in the Fleet Operated by Grupo Bravante
   · Bravante's own publication identifies Marlin Copacabana as an AHTS in the fleet it operates, supporting the distinction between Marlin's identity and Bravante's reported operating role. ([pt.linkedin.com](https://pt.linkedin.com/posts/grupobravante_est%C3%A1-passando-na-sua-timeline-a-foto-do-marlin-activity-xx.xx-jkiL))
3. Bravante Offshore
   · Bravante publishes offshore operating bases in São Gonçalo and Macaé. Whether these resources are committed to a particular Marlin offer is a contractual verification requirement. ([bravante.com.br](https://www.bravante.com.br/areas-atuacao/bravante_offshore))
4. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   · Company verification: Marlin Navegação S.A. owns AHTS Marlin Copacabana.

26.52. Oceânica

[redacted] Its August xx.xx 2026 results release classifies SUB X and SUB XIII as AHTS, separately from ROV-support and diving-support vessels. Clients should assess the named vessel-service package rather than treat the entire subsea fleet as interchangeable anchor handling capacity.

Employment allocation is a material qualification. Oceânica reported early termination of SUB XIII and SUB XVIII contracts and an intended reallocation to hull inspection while evaluating other work. [redacted]

Sources & Evidence

1. Oceânica Engenharia e Consultoria S.A. - Informações Financeiras Intermediárias, June 30, 2026
   · The June xx.xx 2026 interim statements identify Oceânica Engenharia e Consultoria S.A., its Brazilian branches, and its inspection, maintenance, repair, contingency, and offshore-engineering activities. ([api.mziq.com](https://api.mziq.com/mzfilemanager/v2/d/db710c00-d4aa-4dc1-b21e-ae9780a6722f/c9542c0d-7efc-0a72-ab98-d65e499effb8?origin=xx.xx))

2. About Oceânica
   · Oceânica describes ROV-supported inspection, subsea maintenance, contingency, and engineering services. The comparison between integrated services and stand-alone vessel hire is a conditional commercial interpretation, not a demonstrated performance advantage. ([oceanica.com.br](https://www.oceanica.com.br/en/a-oceanica/))
3. Oceânica - Release de Resultados | 2T26, August 13, 2026
   · The August xx.xx 2026 release classifies SUB X and SUB XIII as AHTS. It reports early termination of SUB XIII and SUB XVIII contracts and intended reallocation to hull inspection while other opportunities are evaluated; the reallocation is an intention, not a confirmed outcome. ([api.mziq.com](https://api.mziq.com/mzfilemanager/v2/d/db710c00-d4aa-4dc1-b21e-ae9780a6722f/4db134c6-047d-xx.xx-970a-1aa8adf422e8?origin=xx.xx))
4. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   · Company verification: Oceânica grouping includes named AHTS vessels.

26.53. Galáxia Marítima

Galáxia's Apollo Z listing provides an AHTS-specific screening basis: the company markets the vessel as AHTS/tug/supply and publishes positioning, oil-recovery, and ice-related class entries. ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■ Its Rio de Janeiro commercial contact provides an engagement point, but does not itself establish authority to sell or charter the vessel.

Ownership needs reconciliation. The Apollo Z page names MCT INC, while the August 2025 fleet record gives a different owner name. ■ ■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■ ■■■■ ■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■

Sources & Evidence

1. APOLLO Z - Galáxia Marítima
   · Galáxia markets Apollo Z as AHTS/tug/supply, names MCT INC as owner, and publishes positioning, oil-recovery, and ice-related class entries. The page also identifies a Rio de Janeiro commercial contact. These are supplier particulars rather than verified current title or mission acceptance. ([galaxiamaritima.com.br](https://www.galaxiamaritima.com.br/frota/mpsv-gnl-xx.xx/))
2. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   · The August 2025 record names Ploioktitria Apollo Z Private Company as Apollo Z's owner. ([abeam.org.br](https://abeam.org.br/download/2025-agosto/?masterkey=r3rSc0UvrbqHyZz6tMrlxjolQDkVCYCkcoFeXq7SnTTp9feV48CGMTV5wrO4zludvyP8QJVLRmRnVnynXqamQO-de5iFHrwWRXZHGBRjjKY&wpdmdl=xx.xx))
3. Frota - Galáxia Marítima
   · Company verification: Galáxia Marítima markets AHTS among its offshore vessel offerings for Brazilian petroleum basins and lists named vessels in its fleet.

26.54. Posidonia

Posidonia combines offshore vessel operation with ship management and distinguishes owned, chartered, and managed fleets. Its catalog places Atlantic Kingfisher, described as AHTS, in the own-fleet section and GH Explorer, described as AHTS/OSV, in the chartered fleet.

[redacted]

For Atlantic Kingfisher, the August 2025 fleet record instead names Atlantic Towing Ltd. [redacted] A buyer should verify ownership, Posidonia's employment mandate, and the responsible technical manager before commitment.

A chartered or managed route can provide operational access without an ownership transfer, but adds contractual interfaces and may constrain substitution. Buyers needing outsourced vessel operation should assess the management mandate separately from the vessel charter. [redacted]

Sources & Evidence

1. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   - The August 2025 record names Atlantic Towing Ltd. as Atlantic Kingfisher's owner. ([abeam.org.br](https://abeam.org.br/download/2025-agosto/?masterkey=r3rSc0UvrbqHyZz6tMrlxjolQDkVCYCkcoFeXq7SnTTp9feV48CGMTV5wrO4zludvyP8QJVLRmRnVnynXqamQO-de5iFHrwWRXZHGBRjjKY&wpdmdl=xx.xx))
   - Company verification: Atlantic Kingfisher's listed owner is Atlantic Towing Ltd.
2. Fleet | Posidonia
   - Posidonia separates own, chartered, and managed fleets. Atlantic Kingfisher is classified as AHTS in the own-fleet section; GH Explorer is classified as AHTS/OSV in the chartered section. Catalog categories do not independently establish current legal title. ([posidoniashipping.com](https://www.posidoniashipping.com/en/fleet))
   - Company verification: The official fleet catalog identifies Atlantic Kingfisher as AHTS/ORSV and GH Explorer as a chartered AHTS/OSV.
   - Company verification: The catalog distinguishes own, chartered and managed fleets.
3. Services | Posidonia
   - Posidonia offers ship management and ship operation services and describes offshore logistical support involving AHTS, PSV, and OSRV vessels. This supports assessing a management mandate separately from a vessel charter. ([posidoniashipping.com](https://www.posidoniashipping.com/en/services))

26.55. Transhipment

[redacted] The statement establishes the marketed offering, not independently demonstrated response performance. Compared with separate vessel awards, a combined package could simplify coordination, but an equipment or scheduling constraint could affect both purchased functions.

Maersk Maker's ownership transition is completed rather than merely announced. Viking Supply Ships' first-quarter 2026 report confirms delivery at the end of March 2026 and renaming to Tor Viking. [redacted]

[illegible]

Sources & Evidence

1. Viking Supply Ships AB (publ) Interim Report Q1 2026
   - Viking Supply Ships' first-quarter 2026 report confirms that Maersk Maker was delivered at the end of March 2026 and renamed Tor Viking.
   - The completed handover supersedes acquisition-announcement-only treatment. The disclosure does not establish whether Transhipp retains a separate charter, management or representation mandate.
2. Transhipp Transportes Marítimos - AHTS Beta Juniz Fleet Announcement
   - Transhipp's company-issued announcement identifies Beta Juniz as an AHTS with an oil-recovery plant and a trained response crew.
   - This supports assessment of the advertised combined service package, not confirmation of present availability, customer acceptance or independently demonstrated response performance.
3. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   - Company verification: Transhipp grouping includes Maersk Maker AHTS and Beta Juniz OSRV/AHTS.

26.56. Camorim

Camorim's named AHTS reference is Atlântico, explicitly classified separately from its PSV and OSRV offerings. [illegible] These resources do not establish that every listed tug is an offshore AHTS or that access to maintenance guarantees vessel readiness.

For a Brazilian assignment combining offshore work with shore-side support, buyers can request a package naming Atlântico and the specific logistics and maintenance commitments. This could reduce coordination between vessel and shore providers, but places more delivery dependence on one supplier and its support schedule. [illegible]

Sources & Evidence

1. PSV | AHTS | OSRV - Camorim
   - Camorim explicitly identifies Atlântico as AHTS, separately from the listed PSV and OSRV vessels. The classification supports a named-vessel comparison rather than treating the broader tug fleet as equivalent AHTS capacity. ([camorim.com.br](https://camorim.com.br/psv-ahts-osrv/))
   - Company verification: Camorim's commercial vessel page explicitly classifies Atlântico as AHTS, separately from its PSV and OSRV offerings.

2. Apoio Offshore - Camorim
   - Camorim's offshore offering includes anchor handling, mooring-line handling, cargo support, and standby services. Their inclusion in an individual contract must be specified rather than inferred from the service catalog. ([camorim.com.br](https://camorim.com.br/servicos/apoio-offshore/))
3. Estaleiro - Camorim
   - Camorim describes shipyard repair and maintenance resources at Ilha da Conceição, a Niterói terminal, and support bases. The possibility of reducing vessel-to-shore interfaces is a conditional commercial implication, not an established readiness guarantee. ([camorim.com.br](https://camorim.com.br/frota-total/estaleiro/))

26.57. Augusta Offshore S.p.A.

Augusta Offshore S.p.A.'s Naples-based, CA.[redacted] A simpler vessel remains a valid comparison where the assignment does not require those capabilities. Deployment commitments should therefore follow hull-specific qualification rather than the breadth of the catalog.

Sources & Evidence

1. AHTS Archivi - Augusta Offshore
   - Augusta's AHTS catalog lists Asso Ventinove, Asso Ventotto, and Asso Ventiquattro with DP2 and oil-recovery or standby characteristics. Its footer identifies Naples and CA.FI.MA. branding. These are published supplier specifications. ([augustaoffshore.it](https://www.augustaoffshore.it/caf_fleet_type/ahts/))
2. Asso Ventiquattro - Augusta Offshore
   - Asso Ventiquattro's published particulars identify direct-drive propulsion, DP2, and anchor handling equipment. The profile separates these configuration dimensions from unverified hybrid capability, polar approval, and current mission readiness. ([augustaoffshore.it](https://www.augustaoffshore.it/caf_fleet/asso-ventiquattro/))
3. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   - Company verification: Augusta Offshore owns AHTS in Asso Marítima's grouping.
4. Archivi Fleet - Augusta Offshore
   - Company verification: Augusta Offshore's official fleet catalog identifies named AHTS vessels and its footer establishes Augusta Offshore S.p.A. in Naples, Italy.

26.58. MLog S.A.

MLog provides access to Brazilian AHTS capacity through Columbus Offshore. The completed acquisition announced on March xx.xx 2026 brought the former Asgaard Bourbon Navegação under full ownership; the subsidiary changed its legal name to Columbus Offshore S.A. on March xx.xx 2026. [illegible] Deliverability is the principal qualification issue. [illegible] Another qualified vessel is preferable when those conditions cannot be established; consolidated ownership does not remove the maintenance risk.

Sources & Evidence

1. MLOG S.A. - Material Facts, March 20, 2026
   - MLog announced completion on March xx.xx 2026 of its acquisition of the remaining Asgaard Bourbon Navegação interest, establishing full control. ([ir.mlog.com.br](https://ir.mlog.com.br/wp-content/uploads/2026/xx.xx/FR-2026-xx.xx-xx.xx-Closing-Bourbon-stake-at-ABN.pdf))
   - Company verification: MLog's March xx.xx 2026 material disclosure establishes completion of its acquisition of the remaining xx.xx% of Asgaard Bourbon Navegação, bringing its ownership to xx.xx%. ([ir.mlog.com.br](https://ir.mlog.com.br/wp-content/uploads/2026/xx.xx/FR-2026-xx.xx-xx.xx-Closing-Bourbon-stake-at-ABN.pdf))
2. MLog S.A. - Management Manual for the April 30, 2026 Annual General Meeting
   - The management proposal records the March xx.xx 2026 legal-name change to Columbus Offshore S.A. and identifies Haroldo Ramos, Geonisio Barroso and Yvan Barretto as AHTS vessels in the offshore operating business.
   - The disclosed capabilities include supply, towing, anchor handling and ocean-terminal maintenance. ([ir.mlog.com.br](https://ir.mlog.com.br/wp-content/uploads/2026/xx.xx/SM_2026_03_31_EGM_Board_ManagementProposal_2026_04_30_Port.pdf))
   - Company verification: MLog's management proposal states that Asgaard Bourbon Navegação changed its corporate name to Columbus Offshore S.A. on March xx.xx 2026.
   - Company verification: The document establishes MLog's full control and the subsidiary's offshore vessel-chartering and operating business. ([ir.mlog.com.br](https://ir.mlog.com.br/wp-content/uploads/2026/xx.xx/SM_2026_03_31_EGM_Board_ManagementProposal_2026_04_30_Port.pdf))

3. Fato Relevante | Suspensão temporária dos contratos das embarcações Geonisio Barroso e Yvan Barretto
   · MLog's July xx.xx 2026 material disclosure reports temporary Petrobras-charter suspensions for Geonisio Barroso and Yvan Barretto during corrective maintenance affected by imported-parts delays.
   · The agreement permitted earlier reinstatement and other-customer employment when the vessels became fit to operate; it does not establish a subsequent restart. ([site-mzgroup.com.br](https://site-mzgroup.com.br/fatosrelevantes/fato-relevante-suspensao-temporaria-dos-contratos-das-embarcacoes-geonisio-barroso-e-yvan-barretto/))
   · Company verification: MLog's July xx.xx 2026 material disclosure reports temporary suspension of the Petrobras charters for Geonisio Barroso and Yvan Barretto, operated by Columbus Offshore.
   · Company verification: The disclosure identifies corrective maintenance and possible earlier return; it does not confirm a subsequent operational restart. ([site-mzgroup.com.br](https://site-mzgroup.com.br/fatosrelevantes/fato-relevante-suspensao-temporaria-dos-contratos-das-embarcacoes-geonisio-barroso-e-yvan-barretto/))
4. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   · Company verification: MLog S.A. owns AHTS Geonisio Barroso.
5. DCedicao08042025 - Diário Comercial
   · Company verification: Published corporate financial statements describe MLog's AHTS bareboat-chartering activity and its jointly controlled Asgaard Bourbon offshore business.
6. MLOG - Investment company
   · Company verification: MLog's investment portfolio identifies Columbus Offshore as its offshore maritime-support business and expressly identifies AHTS participation.
   · Company verification: The portfolio description links the operating business to MLog's shipping platform; it does not resolve current employment of every vessel.

26.59. Maersk Supply Service Brazil

The Brazilian business formerly marketed as Maersk Supply Service Brazil now presents its vessel offering under the Navvik brand, following the ownership transition reported on May xx.xx 2026. ■■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■■■ ■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■■ ■■■■■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ The continuing offering supports consideration for Brazilian offshore assignments, but does not establish access to the wider DOF vessel or engineering platform.

The commercial-name transition makes counterparty verification particularly important. ■ ■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■ ■ ■■■■■■ ■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■ ■ ■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■ ■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■ ■■■■■ ■■■■■ ■■ ■■■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■ The principal trade-off is an established Brazilian vessel offering versus unresolved documentation continuity, not an assumed operational disruption.

Sources & Evidence

1. DOF completes acquisition of Maersk Supply Service
   - DOF's November xx.xx 2024 completion announcement expressly excludes Maersk Supply Service's Brazilian operations from its acquisition. ([dof.com](https://www.dof.com/news/dof-completes-acquisition-of-maersk-supply-service))
   - Company verification: MSS's Brazilian operations were excluded from DOF's acquisition, supporting investigation of a separately retained Brazilian business.
2. Maersk Supply Services brand disappears in Brazil as Navvik launches
   - The May xx.xx 2026 report corroborates sale and rebranding of the former Maersk Supply Service Brazil business as Navvik.
   - It attributes to the transition announcement an intention to preserve existing contracts and daily operations immediately after the ownership change; this is not independent verification of each legal relationship. ([splash247.com](https://splash247.com/maersk-supply-services-brand-disappears-in-brazil-as-navvik-launches/))
   - Company verification: The May xx.xx 2026 report corroborates the sale and rebranding of Maersk Supply Service Brazil as Navvik following acquisition by a consortium formed by ASM Texas Corp and FV Star One.
   - Company verification: This dated event conflicts with treating the protected Maersk Supply Service Brazil title as an unchanged current commercial name. ([splash247.com](https://splash247.com/maersk-supply-services-brand-disappears-in-brazil-as-navvik-launches/))
3. Frota - Navvik
   - Navvik's official catalog lists Lancer, Launcher, Leader, Topper and Traveller under AHTS, with DP2 positioning and anchor handling equipment.
   - The catalog supports the advertised configurations, not registered-owner continuity or assignment-specific availability. ([navvik.com.br](https://navvik.com.br/frota/))
   - Company verification: Navvik's official fleet catalog directly lists Navvik Lancer, Navvik Launcher, Navvik Leader, Navvik Topper, and Navvik Traveller under its AHTS offering.
   - Company verification: The fleet supports continuing AHTS commercial participation of the rebranded Brazilian business, with exact legal-entity and hull-ownership continuity still requiring reconciliation. ([navvik.com.br](https://navvik.com.br/frota/))
4. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   - Company verification: Maersk's Brazilian grouping includes named AHTS vessels.

26.60. Rio Navegação

Rio Navegação's distinctive proposition is the Brazilian operating interface for vessels supplied by domestic or foreign owners. RIONAV identifies itself as Rio Navegação e Serviços Marítimos Ltda., an ANTAQ-licensed Brazilian shipping company, and describes foreign-vessel chartering as a principal activity. ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪

A foreign AHTS owner lacking these local coordination functions can evaluate RIONAV as an operating partner rather than assuming that brokerage or a port-agent appointment supplies the same capabilities. ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪

[redacted] It is less compelling where the owner already has an established Brazilian operating platform, and RIONAV's service proposition should not be interpreted as a promise of immediately available owned tonnage.

Sources & Evidence

1. RIONAV | Soluções Marítimas
   - RIONAV describes nautical management alongside vessel owners and services coordinating charter approvals, maritime licenses, customs processes, replacement-parts imports, maritime recruitment and crew logistics. ([rionav.com.br](https://www.rionav.com.br/))
2. Sobre a RIONAV
   - The company identifies its legal name as Rio Navegação e Serviços Marítimos Ltda., describes itself as an ANTAQ-licensed Brazilian shipping company, and states that foreign-vessel chartering is a principal activity. These are company representations rather than independent confirmation of current authorization. ([rionav.com.br](https://www.rionav.com.br/sobre))
3. Frota de Embarcações de Apoio Marítimo no Brasil - Janeiro 2023
   - ABEAM's report describes the January 2023 fleet position and places Rio Navegação in the foreign-flag AHTS grouping. It supports historical participation, not current vessel ownership or employment. ([abeam.org.br](https://www.abeam.org.br/wp-content/uploads/2023/xx.xx/Frota-do-Apoio-Maritimo.pdf))
   - Company verification: An earlier association fleet report includes a foreign-flag AHTS under Rio Navegação.
4. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
   - Company verification: Rio Navegação lists Linde-G as PSV.

26.61. Bourbon Guyana

[redacted] A subsequent company account describes deployment alongside Saipem on Guyanese offshore projects in 2025. These accounts establish relevant local operating experience, not ownership of every deployed hull.

For a buyer needing a locally established delivery platform, the joint venture can be assessed as a route combining local coordination with access to group vessels. Award should depend on a nominated AHTS, documented chartering authority, the agreed personnel package and current local-content standing. [redacted]

Sources & Evidence

1. Bourbon Guyana becomes the first Guyanese Offshore support vessels operator
   - BOURBON's April xx.xx 2023 announcement establishes Tethys Marine & Logistics as the majority shareholder of Bourbon Guyana's joint venture and includes AHTS in its local offshore-support offering. ([bourbonoffshore.com](https://www.bourbonoffshore.com/en/press-releases/first-guyanese-offshore-support-vessels-operator))
   - Company verification: The April xx.xx 2023 announcement establishes a Guyanese-majority joint venture with Tethys Marine & Logistics and a fleet including AHTS.
2. Energies: A new ecosystem
   - The affiliate account refers to early-2024 operations, identifies AHTS Bourbon Liberty xx.xx and Bourbon Liberty xx.xx and describes FPSO support and export-hose maintenance.
   - These historical operational descriptions are not treated as a current ownership or availability schedule. ([partnership.bourbonoffshore.com](https://partnership.bourbonoffshore.com/en/energies-new-ecosystem))
   - Company verification: The affiliate account names AHTS Bourbon Liberty xx.xx and Bourbon Liberty xx.xx and describes Guyana offshore-support services.
   - Company verification: Its fleet account references early-2024 activity and is not treated as an October 2026 ownership schedule.
3. The fleet at the core of recovery
   - The company account describes Bourbon Guyana's 2025 offshore deployment alongside Saipem on Uaru, Whiptail and Yellowtail and continued local personnel development. It does not identify ownership of each deployed AHTS. ([partnership.bourbonoffshore.com](https://partnership.bourbonoffshore.com/en/node/xx.xx))
4. Local Content Secretariat - How to Renew, Version 4.0
   - Guyana's official company-certificate renewal requirements include beneficial-ownership documentation, company standing, annual returns and management information. This supports verifying current standing rather than assuming historical certification remains sufficient. ([localcontent.gov.gy](https://localcontent.gov.gy/documents/requirements-renewal.pdf))

26.62. Coremar

Coremar's differentiated proposition combines an advertised AHTS offering with Colombian shore logistics. Its offshore business identifies Don Saverio as AHTS DP2 and describes shorebases in Cartagena and Barranquilla with quays, storage areas and supporting equipment. [illegible]

An operator requiring both offshore support and Colombian shore handling can compare a coordinated Coremar package with separately procured vessel and logistics contracts. [illegible] Coremar's integrated proposition is less relevant to a vessel-only assignment or a campaign outside the supported shorebase footprint; its own service descriptions do not independently establish superior delivery performance.

Sources & Evidence

1. Grupo Coremar /// Offshore

   · Coremar's offshore page identifies Don Saverio as AHTS DP2 and describes shorebases in Cartagena and Barranquilla with quay, storage and supporting equipment.

   · The coordinated-procurement option is an analytical implication of the company's advertised vessel and shore capabilities, not an independently measured performance advantage. ([coremar.co](https://coremar.co/offshore/))

2. Grupo Coremar /// Barcos

   · Coremar markets offshore energy-support services in Colombia and the Caribbean and lists Don Saverio as AHTS DP2. The page does not establish a current charter or vessel location. ([palermosociedadportuaria.com](https://palermosociedadportuaria.com/barcos/?utm_source=openai))

   · Company verification: Coremar's fleet page lists Don Saverio as AHTS DP2 and markets offshore energy-support services in Colombia and the Caribbean.

26.63. Ultratug

[redacted] A March xx.xx 2025 report corroborated completion of Lenga's Chilean drydocking and described an intended return to ENAP platform work in the Strait of Magellan. That dated maintenance event establishes continued offshore relevance without confirming subsequent deployment or present charter availability.

A buyer considering southern offshore support, regional towage or a specialized logistics mission should assess the nominated vessel and management arrangement, not infer AHTS coverage from every Ultratug-branded port operation. Historical Antarctic logistics activity does not establish icebreaking capability or suitability for every polar assignment. [redacted]

Sources & Evidence

1. MAHI Delivers Cutting-Edge Remote Operation Solution on Ultratug's ENCO Tugboat

   · Ultratug's official publication identifies the company as part of Ultranav and describes harbor and offshore towage and salvage services across South America. The separate ENCO technology example is not used to infer Lenga's equipment. ([ultratug.com](https://ultratug.com/2024/xx.xx/xx.xx/mahi-delivers-cutting-edge-remote-operation-solution-on-ultratugs-enco-tugboat/))

2. Chilean salvage provider Ultratug has received a significant boost to its fleet with addition of the AHTS/salvage tug Lenga

   · Ultratug's April 2024 publication associates AHTS/salvage vessel Lenga with Punta Arenas, Antarctic logistics and regional towage and salvage. Its historical service description does not establish present availability or icebreaking capability. ([ultratug.com](https://ultratug.com/2024/xx.xx/xx.xx/chilean-salvage-provider-ultratug-has-received-a-significant-boost-to-its-fleet-with-addition-of-the-ahts-salvage-tug-lenga-xx.xx/))

3. Nave multipropósito de Humboldt Shipmanagement finaliza primer paso por dique en Chile
   · The March xx.xx 2025 report corroborates completion of Lenga's Chilean drydocking and describes a planned return to ENAP platform work in the Strait of Magellan. The planned return is not presented as a verified subsequent deployment. ([portalportuario.cl](https://portalportuario.cl/nave-multiproposito-de-humboldt-shipmanagement-finaliza-primer-paso-por-dique-en-chile/))
4. Servicios - ULTRATUG
   · Ultratug's services page states that revised 2024 UK Standard Conditions for Towage and Other Services apply unless expressly agreed otherwise. This supports reviewing the proposed service terms without assuming a particular offshore-charter allocation. ([ultratug.com](https://ultratug.com/es/servicios/))
5. Flota - ULTRATUG
   · Company verification: Ultratug's official fleet catalog includes AHTS and identifies its headquarters in Santiago, Chile.
   · Company verification: Its stated regional network is not taken as vessel-specific AHTS deployment evidence.

26.64. Green Offshore SAC

[redacted] The surrounding catalog also includes crane-barge support. This is a mixed marine-service proposition whose configurations must be assessed individually, not interchangeable AHTS capacity.

For a Peruvian offshore or coastal work package, buyers can evaluate Green Offshore as the operating counterparty while confirming its authority over the nominated owner-supplied asset. Both vessel documents caution that advertised particulars may differ from current equipment condition, making inspection and updated certificates material purchase gates. [redacted]

Sources & Evidence

1. Green Offshore - Offshore support and marine services in Peru
   · Green Offshore describes Peruvian offshore support, towing and coastal services, markets Kodiak Island, and includes utility-vessel and crane-barge offerings in its catalog.
   · It identifies DOIG Marine as a shipyard partner, without establishing common control or guaranteed repair priority. (greenoffshore.pe)
2. KODIAK ISLAND
   · Kodiak Island's particulars classify it as OSV/AHTS, name Green Offshore SAC as operator and DOIG Marine SAC as owner, and caution that equipment particulars may differ from current condition. ([greenoffshore.pe](https://greenoffshore.pe/content/pdf/KodiakIsland.pdf))
   · Company verification: The Kodiak Island document classifies the vessel as OSV/AHTS and names Green Offshore SAC as operator.

3. TERE
   - Tere's particulars classify its service as AHTS, identify Green Offshore as operator and DOIG Marine as owner, and warn that current condition requires physical inspection. ([greenoffshore.pe](https://greenoffshore.pe/content/pdf/Tere.pdf))

26.65. DOIG Marine SAC

DOIG Marine's relevant AHTS role combines documented asset ownership with adjacent naval-engineering and shipyard capabilities. ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ These capabilities are relevant to asset condition and support, but its general construction offering is not proof of a finished AHTS newbuild program or a separate crewed charter service for the named vessels.

An asset purchaser or lessor should establish retained title, encumbrances and the operating agreement before negotiating access through DOIG Marine. ▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ Green Offshore's partner designation does not resolve common control, and a buyer requiring a complete AHTS newbuild or integrated service package should demand evidence specific to that deliverable before committing.

Sources & Evidence

1. Green Offshore - Offshore support and marine services in Peru
   - Green Offshore identifies DOIG Marine as a strategic shipyard partner. This supports the stated commercial relationship, not a conclusion about common corporate ownership. (greenoffshore.pe)
2. KODIAK ISLAND
   - The same vessel document establishes the advertised separation between DOIG Marine's ownership and Green Offshore's operating role; it is not an independent current title record. ([greenoffshore.pe](https://greenoffshore.pe/content/pdf/KodiakIsland.pdf))
   - Company verification: The operator's Kodiak Island document names DOIG Marine SAC as owner of the OSV/AHTS vessel.
3. TERE
   - Tere's document corroborates the advertised owner-operator separation for another named vessel, supporting role-specific diligence rather than treating both companies as independent vessel capacity. ([greenoffshore.pe](https://greenoffshore.pe/content/pdf/Tere.pdf))
4. DOIG Marine - Soluciones marítimas: onshore y offshore
   - DOIG Marine's portfolio describes naval design, vessel assessment, drydock supervision, ship construction, repairs, modifications and maritime work with its own fleet from Piura, Peru.
   - The portfolio establishes adjacent technical capabilities but does not document a finished AHTS newbuild program or the operating mandate for the Green Offshore-listed vessels. ([doigmarine.pe](https://doigmarine.pe/PresentacionDM.pdf))

26.66. CINTRA

CINTRA advertises Bremen Hunter, Tiger and Audax II as AHTS vessels combining towing, anchor handling, supply and offshore spill-response support. ■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■

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Sources & Evidence

1. CINTRA
   - CINTRA identifies Bremen Hunter, Tiger and Audax II as AHTS offerings for towing, anchor handling, supply and offshore spill-response support, alongside Argentine terminal and shore-support resources. ([cintra.com.ar](https://www.cintra.com.ar/))
   - Company verification: CINTRA markets an AHTS offshore-support fleet comprising Bremen Hunter, Tiger and Audax II.
   - Company verification: Its stated services combine towing, anchor handling and supply.
2. Cintra
   - Company verification: The English-language company page describes CINTRA's own offshore tug/supply AHTS/OSV fleet.

26.67. Astilleros de Venezuela, C.A.

Astilleros de Venezuela, C.A., trading as ASTIVENCA, reports having supplied AHTS vessels including Amethyst, Norseman and Armada Tuah for Campo Dragón drilling support. ■■■■ ■■■■■■■■■■■ ■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■ ■■■■■ ■■■■■■■■

Its advertised shipyard, repair, engineering and specialist-personnel services give prospective vessel owners a Venezuelan technical and shore-support counterpart. Project buyers can assess ASTIVENCA for combining local coordination with nominated capacity; direct contracting with the vessel principal remains appropriate where only capacity is required. ■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■ ■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■

Sources & Evidence

1. Experiencia Costa Afuera - Astivenca
   - ASTIVENCA identifies itself as Astilleros de Venezuela, C.A. and reports past supply of named AHTS vessels for Campo Dragón drilling, together with offshore logistics. The disclosure does not establish present ownership or availability. ([astivenca.com](https://astivenca.com/experiencia-costa-afuera/))
   - Company verification: ASTIVENCA identifies itself as Astilleros de Venezuela, C.A. and describes supplying named AHTS vessels for Campo Dragón drilling support.

2. Capacidades y Servicios - Astivenca
   - ASTIVENCA advertises naval construction and maintenance, specialist personnel, engineering and offshore drilling logistics, with its principal shipyard in Zulia. These support a Venezuelan technical-support proposition, not proof of a current controlled AHTS fleet. ([astivenca.com](https://astivenca.com/capacidades-y-servicios/))

26.68. Amcar Energies Services

[illegible] Its disclosed commercial proposition is local coordination around sourced capacity, rather than a documented owned AHTS fleet. A foreign owner or project buyer can evaluate this route for in-country support without assuming that Amcar controls every vessel offered.

[illegible] Contracting parties should request named-vessel particulars, the owner's employment mandate and an accountable legal principal, then distinguish chartering, agency and subcontracted services in the agreement. Direct contracting with the vessel principal preserves greater control when the buyer already has suitable local support.

Sources & Evidence

1. Integrated Marine Services - Amcar Energies Services
   - Amcar advertises chartered offshore vessels, explicitly including AHTS, for Suriname and describes logistics, husbandry, vessel agency and partnerships with vessel owners and contractors. The page does not identify a named owned AHTS fleet or establish contracting responsibility. ([amcarenergies.com](https://www.amcarenergies.com/integrated-marine))
   - Company verification: Amcar Energies Services advertises AHTS among offshore vessels provided through chartering services in Suriname.
   - Company verification: Named vessels and principal-versus-broker contractual responsibility are not established.
2. Offshore Services - Amcar Energies Services
   - Amcar's offshore-services page describes Suriname-focused project management, logistics and collaboration with international subsea companies. These are advertised complementary services, not independently established AHTS execution outcomes. ([amcarenergies.com](https://www.amcarenergies.com/offshore-services))

26.69. Muliceiro Serviços Marítimos Ltda.

Muliceiro's named AHTS construction project and its Brazilian marine-support capabilities require separate assessment. Resolution No. xx.xx dated December xx.xx 2025 and published January xx.xx 2026, extended loan-priority treatment for construction of M. Coimbra at Estaleiro São Jacinto. [illegible]

Muliceiro advertises coastal towing, port and offshore support, a shipyard in São Gonçalo and a logistics base at Caju. These assets provide a local support proposition, but do not establish M.

Coimbra's configuration, operator or mission acceptance. ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■ ■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■ ■■■■■■■■

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Sources & Evidence

1. Resolução nº 236, de 29 de dezembro de 2025
   - Resolution No. xx.xx dated December xx.xx 2025 and published January xx.xx 2026, extended loan priority for Muliceiro's proposed AHTS M. Coimbra at Estaleiro São Jacinto. Article xx.xx specifies xx.xx days of validity from publication. It is not a delivery or charter-availability record. ([gov.br](https://www.gov.br/portos-e-aeroportos/pt-br/assuntos/incentivos/fmm-fundo-da-marinha-mercante/RESOLUCAO_CDFMM_NA__236__DE_29_DE_DEZEMBRO_DE_2025.pdf/%xx.xx%40display-file/file))
2. HOME | Muliceiro
   - Muliceiro advertises Brazilian coastal and port towing, offshore support, a shipyard in São Gonçalo and a logistics base at Caju. These statements support local complementary assets but do not establish M. Coimbra's completed construction or qualification. ([muliceiro.com.br](https://www.muliceiro.com.br/))
3. Deliberação PAS 40 - GRERJ/2023
   - ANTAQ's decision was signed December xx.xx 2023 and published January xx.xx 2024. It imposed a penalty concerning incomplete demonstration of commercial offshore-support activity during the reviewed period and classified some submitted activity as port support. It does not establish a current operating prohibition. ([sophia.antaq.gov.br](https://sophia.antaq.gov.br/Terminal/acervo/detalhe/xx.xx?guid=xx.xx&i=xx.xx&returnUrl=%2FTerminal%2Fresultado%2Flistar%3Fguid%3D1631145602652%26quantidadePaginas%3D1%26codigoRegistro%3D35489%xx.xx))

26.70. BOA Offshore

BOA Offshore publishes BOA Bison and BOA Jarl as AHTS/ROV vessels within a broader portfolio of tugs and barges. ■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■ ■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■ These are complementary capabilities: harbor tugs and barges are not substitutes for a qualified AHTS mission package.

Employment constraints are central to the buyer's choice. Norwegian Armed Forces documentation identifies Bison and Jarl as leased Coast Guard towing assets placed in service on January xx.xx 2020 under long-term commitments. ■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■ ■■■■■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■

Sources & Evidence

1. Our Fleet | BOA Offshore
   · BOA's fleet listing identifies BOA Bison and BOA Jarl as AHTS/ROV vessels, separately from its tug and barge categories. Fleet listing establishes the marketed vessel category, not unrestricted commercial availability. ([boa.no](https://www.boa.no/our-fleet))
2. The organization | BOA Offshore
   · BOA describes offshore support, towage and barge operations, with its headquarters in Trondheim and an office in Houston supporting engineering and project-management capabilities. These are group capabilities rather than universal vessel-specific qualifications. ([boa.no](https://www.boa.no/the-organization))
   · Company verification: BOA's official organization page explicitly includes AHTS vessels in its operating fleet and identifies its headquarters in Trondheim, Norway.
3. Ytre Kystvakt (YKV) - Forsvaret
   · The Norwegian Armed Forces' Coast Guard description identifies KV Bison and KV Jarl as leased towing assets placed in service on January xx.xx 2020 under long-term employment. This supports verifying release and operational responsibility before assuming offshore charter access. ([forsvaret.no](https://www.forsvaret.no/om-forsvaret/organisasjon/sjoforsvaret/kystvakten/ytre-kystvakt-ykv))

26.71. Island Offshore

Island Offshore provides a specifically documented AHTS/light-construction proposition through Island Vanguard and Island Valiant. ■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■ ■■ ■■■■■ ■ ■■■■■■■■■■■ ■■■ ■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■ ■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■ This is a concrete combination of vessel and subsea-support functions, not evidence that every vessel in the group is an interchangeable AHTS.

■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ Buyers should compare the nominated configuration against the actual mooring, subsea-support and supply scope, and confirm the legal owning and contracting entities.

Island's chartering function advertises engineering, mobilization support, specialist marine personnel and project management. An integrated scope is a candidate where the buyer would otherwise assemble these functions separately. ■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■ ■■■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■ ■■■■ ■■ ■■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■■■■

Sources & Evidence

1. MV ISLAND VANGUARD
   · Island Vanguard's vessel page describes an AHTS/light-construction vessel with DP II positioning, names Island Offshore Management AS as owner and lists work-class ROV, moonpool, A-frame, crane and supply capabilities. ([islandoffshore.com](https://www.islandoffshore.com/vessel/mv-island-vanguard))
2. MV ISLAND VALIANT
   · Island Valiant is described as an AHTS/light-construction vessel with DP II positioning and integrated work-class ROV support. Its published crane and A-frame package differs from Vanguard's, supporting vessel-specific comparison rather than treating their AHTS labels as sufficient equivalence. ([islandoffshore.com](https://www.islandoffshore.com/vessel/mv-island-valiant))

3. Chartering - Island Offshore
   · Island's chartering function advertises engineering, mobilization support, installation work, specialist marine personnel, project-management support and procurement. This supports assessing an integrated scope without assuming that every advertised function is included in an individual charter. ([islandoffshore.com](https://www.islandoffshore.com/chartering))
4. Our business - Island Offshore
   · Company verification: Island Offshore describes a privately owned group of shipowning and management companies operating anchor-handling vessels alongside other offshore vessel categories.

26.72. Borealis Maritime

Borealis Maritime's AHTS capability should be assessed through its investment, asset-oversight and affiliated management roles. Borealis identifies Norway-based Aurora Offshore as a commercial and technical manager of AHTS and PSV assets for Borealis and third-party owners. ■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■ ■■ ■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■ ■■■ ■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■ ■■■■■■■■ ■■■■■■■

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Transactions also change capacity attribution. ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■ ■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■ ■■■ ■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ Buyers and competitors should establish Sandefjord's present status and reconcile retained assets and management mandates before treating previously marketed vessels as unchanged Borealis-controlled capacity.

Sources & Evidence

1. SIEM Shipping Completes Offshore Fleet Transition to Aurora Offshore
   · SIEM Shipping's July xx.xx 2025 announcement describes completion of an operational transfer of offshore vessels, including AHTS, to Aurora. Its stated event is management transition, not ownership transfer to Borealis. ([siemshipping.com](https://www.siemshipping.com/news/siem-shipping-completes-offshore-fleet-transition-to-aurora-offshore-xx.xx/))
2. Ship management - Borealis Maritime - Managing Maritime Investments for Financial Investors
   · Borealis identifies Norway-based Aurora Offshore as a commercial and technical manager in the PSV and AHTS segments for both Borealis and third-party owners. This directly supports separating affiliated management capability from ownership attribution. ([borealismaritime.com](https://borealismaritime.com/ship-management/))
   · Company verification: Borealis Maritime identifies AHTS management undertaken on behalf of Borealis and third-party owners through Aurora Offshore.

3. THE COMPANY - Aurora Offshore
   · Aurora identifies Borealis Maritime Group and Siem Offshore AS as major shareholders, locates its headquarters in Kristiansand and describes commercial and technical management and vessel employment through its chartering network. ([auroraoffshore.com](https://auroraoffshore.com/about-us/))
   · Company verification: Aurora Offshore identifies Borealis Maritime Group as a major shareholder and describes the Borealis shipping and investment-management businesses.
   · Company verification: This supports an investment and management relationship, not ownership of every Aurora-managed vessel.
4. Fleet Availability - Aurora Offshore
   · Aurora's vessel-marketing page identifies Siem Pearl and Fram Prince as AHTS offerings. It supports named access through the management platform, but does not establish that Borealis owns the marketed vessels. ([auroraoffshore.com](https://auroraoffshore.com/fleet-availability/))
5. DOF Group ASA - High-grading of AHTS fleet through vessel transactions
   · DOF's February xx.xx 2026 announcement establishes acquisition agreements concerning Aurora Saltfjord and Aurora Sandefjord. It distinguishes expected delivery from an already completed handover. ([dof.com](https://www.dof.com/news/dof-group-asa---high-grading-of-ahts-fleet-through-vessel-transactions))
6. DOF Group ASA Financial Report Q1 2026
   · DOF's first-quarter 2026 financial report states that Skandi Saltfjord was delivered to DOF Subsea Rederi AS on April xx.xx 2026. This establishes the completed Saltfjord handover and supports updating capacity attribution rather than retaining its earlier commercial status unchanged. ([mb.cision.com](https://mb.cision.com/Public/xx.xx/xx.xx/b26636410e7038c9.pdf))

26.73. Aurora Offshore

Aurora Offshore provides a management-led route to AHTS capacity without establishing direct ownership of every vessel it markets. Its Kristiansand-based business combines technical and commercial vessel management with a global chartering network. ■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■ ■■ ■■■■ ■■■ ■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■ ■■■■■ ■■■ ■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■

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Sources & Evidence

1. Siem Offshore - Siem Shipping
   · Siem's offshore service page states that it retains vessel ownership, that Aurora operates the vessels and that offshore fleet enquiries should be directed to Aurora. ([siemshipping.com](https://www.siemshipping.com/services/siem-offshore/))

2. SIEM Shipping Completes Offshore Fleet Transition to Aurora Offshore
   - The July xx.xx 2025 announcement confirms completed operational transfer of Siem's offshore fleet, including AHTS vessels, to Aurora while Siem retained ownership. It also distinguishes the fleet's vessel types. ([siemshipping.com](https://www.siemshipping.com/news/siem-shipping-completes-offshore-fleet-transition-to-aurora-offshore-xx.xx/))
   - Company verification: The completed management transfer establishes Aurora's actual AHTS operating-management role, rather than generic management capability.
   - Company verification: The transferred fleet included four AHTS vessels.
3. THE COMPANY - Aurora Offshore
   - Aurora identifies Kristiansand as its headquarters and describes technical and commercial vessel management with employment through a global chartering network. This supports the management-led access proposition, not ownership of every marketed hull. ([auroraoffshore.com](https://auroraoffshore.com/about-us/))
   - Company verification: Aurora Offshore's company page identifies Aurora Offshore AS as a Norwegian commercial and technical vessel manager with a global chartering network.
   - Company verification: The page identifies Borealis Maritime Group and Siem Offshore AS as its two largest shareholders.
4. Ship management - Borealis Maritime - Managing Maritime Investments for Financial Investors
   - Company verification: Aurora Offshore is identified as a Norway-based technical and commercial manager of PSV and AHTS vessels.

26.74. United Offshore Support GmbH

United Offshore Support GmbH combines AHTS vessel access with technical, commercial and crew-management functions. ■■■ ■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■ ■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ These are distinct capabilities that an owner can assess against its retained organization rather than purchasing an undefined management package.

■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■■■■■ ■■ ■■■ ■■■■ ■■■■■■■■■■■■ The European Commission cleared the proposed joint-control transaction on May xx.xx 2026. That decision establishes merger approval, not completed closing or a registered-name change to UOS Capital GmbH.

■■■■■■ ■■■■■■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■ Charterers should verify the nominated vessel's mandate and the registered contracting entity before changing agreements in anticipation of the transaction. Outsourcing offers a broader functional package than chartering intermediation alone, but requires governance of delegated decisions and confirmation that the relevant personnel and support are included.

Sources & Evidence

1. Anchor Handling Tug Supply Vessel - UT 786 CD, GH Atlantis
   · The UOS vessel brochure identifies GH Atlantis as an AHTS with Dynamic Positioning Class xx.xx an ice-class notation and firefighting capability, and describes anchor handling, towing and supply roles. These are company-published particulars, not universal mission acceptance. ([uos.ag](https://uos.ag/wp-content/uploads/2022/xx.xx/UT-updated.pdf))
2. MANAGEMENT SERVICES - UOS GmbH
   · UOS lists technical management, dry-docking and upgrades, charter-party and post-fixture management, crew recruitment and local-content management. The proposed appointment boundaries and governance requirements are analytical implications of these separable services. ([uos.ag](https://uos.ag/management-services/))
3. News - UOS GmbH: United Offshore Support and Capital Offshore Joint Venture
   · UOS identifies support locations in Leer and Aberdeen and commercial presence in London and Singapore. Its joint-venture announcement makes closing and the UOS Capital name conditional, and identifies prospective PSV and MPSV management additions rather than new AHTS deliveries. ([uos.ag](https://uos.ag/news/))
   · Company verification: United Offshore Support announces a binding agreement for Capital Offshore to acquire xx.xx% of its shares from Hayfin.
   · Company verification: The announcement makes completion conditional on regulatory approvals and says the UOS Capital GmbH name will apply upon closing; it does not establish completed closing or a registered-name change.
4. Case M.12220 - Capital Maritime / Fortress / Hayfin / United Offshore: Commission Decision of May 11, 2026
   · The European Commission's May xx.xx 2026 decision clears the proposed acquisition of joint control over United Offshore Support GmbH and identifies its offshore ship-management business. The decision does not establish transaction closing or a registered-name change. ([ec.europa.eu](https://ec.europa.eu/competition/mergers/cases1/xx.xx/M_12220_130.pdf))
5. Gallery | UOS GmbH
   · Company verification: United Offshore Support's fleet page lists named GH anchor handlers and describes its present offshore fleet.
6. Anchor Handling Tug Supply Vessel - United Offshore Support
   · Company verification: The official vessel offering identifies United Offshore Support GmbH in Leer, Germany, and names GH Atlantis and GH Endurance as AHTS vessels.
7. M.12220 - Capital Maritime / Fortress / Hayfin / United Offshore: Description of the Concentration
   · Company verification: The European Commission's published merger notification describes a transaction notified on April xx.xx 2026 involving acquisition of xx.xx% of United Offshore Support GmbH.
   · Company verification: The filing identifies proposed joint control and United Offshore's offshore-support-vessel management business; notification alone is not closing evidence.

26.75. Marnavi

Marnavi combines named AHTS offerings with in-house crewing, safety, technical and chartering functions. ■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■ ■■■■■■ ■■■■■ ■■■ ■■■■■■ ■■■■ ■■ ■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■ ■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■ This supports a direct operator assessment, but vessel selection should use the nominated hull's particulars rather than assume equivalence across the offshore roster.

Marnavi also has an independently documented emergency-service credential. On June xx.xx 2023, the Maritime & Coastguard Agency announced an Ievoli Black emergency towing contract running until 2028 for waters north and west of Scotland, requiring a UK flag and an

all-UK crew. ■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■ ■■ ■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■ ■■■ ■■■■ ■■■■ ■■■■■■■■■■

Sources & Evidence

1. Offshore - Marnavi
   - Marnavi's offshore roster identifies Ievoli Grey, Ievoli Black and Ievoli Blue as AHTS, distinguishes other vessel types and describes its AHTS offering as DP2-equipped. Fleet-wide equivalence is not established by that description. ([marnavi.it](https://www.marnavi.it/la-flotta/offshore/))
   - Company verification: Marnavi's offshore fleet page explicitly lists Ievoli Grey, Ievoli Black, and Ievoli Blue as AHTS, separately from AHT and other vessel categories.
   - Company verification: Its footer identifies Marnavi SpA and an Italian tax registration, supporting the company-level binding of the commercial brand.
   - Company verification: The summary fleet total and displayed named roster still require reconciliation before capacity analysis.
   - Company verification: Marnavi's official offshore fleet page explicitly identifies AHTS vessels including Ievoli Grey, Ievoli Black, and Ievoli Blue, separately from AHT and other vessels.
2. Servizi - Marnavi Spa
   - Marnavi states that it manages crews, safety, its technical office and chartering internally. This supports assessment of its direct operating organization without proving performance superiority. ([marnavi.it](https://www.marnavi.it/servizi/))
3. Emergency Towing Vessel Contract Awarded to Marnavi Spa - HM Coastguard
   - The June xx.xx 2023 customer announcement awards Marnavi the Ievoli Black emergency towing service until 2028 for northern and western Scottish waters, requiring a UK flag and an all-UK crew. ([hmcoastguard.uk](https://hmcoastguard.uk/news/emergency-towing-vessel-contract-awarded-marnavi-spa))

26.76. Boskalis

Boskalis offers an AHTS-linked construction package rather than vessel access alone. Its May 2026 BOKA Fulmar specification describes an AHTS multipurpose DP2 offshore construction vessel with hybrid propulsion, an active-heave-compensated subsea crane, a built-in work-class remotely operated vehicle and dedicated anchor handling equipment. ■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■ ■■ ■■■ ■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■

Boskalis reports using BOKA Fulmar for mooring-line replacement and FPSO hook-up in a completed West African project supported by other vessels in its marine-services fleet. ■■■■ ■■ ■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■■

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■■■■■■■■■■■■■■ ■■■■■■ Separate vessel hire remains a defensible alternative where the buyer retains engineering and coordination capability. Before award, buyers should reconcile the nominated equipment, personnel, mobilization commitment and acceptance conditions rather than assume the full advertised capability is included.

Sources & Evidence

1. BOKA Fulmar - AHTS Multipurpose DP2 Offshore Construction Vessel, May 2026
   · The May 2026 BOKA Fulmar specification identifies an AHTS multipurpose DP2 construction vessel with hybrid propulsion, an active-heave-compensated subsea crane, a built-in work-class ROV and anchor handling equipment. It distinguishes chain-handling components aboard from those in the warehouse and states that particulars are guidance subject to change.
   ([boskalis.com](https://boskalis.com/media/fd0nc1bk/boka-fulmar-xx.xx.pdf))
2. Offshore Energy - Boskalis
   · Boskalis describes offshore construction, transportation, installation and subsea services and an operated fleet including construction support vessels and anchor handling tugs. This supports package breadth, not an independently demonstrated reduction in project risk.
   ([boskalis.com](https://boskalis.com/activities/offshore-energy))
3. Bringing Back an FPSO - Boskalis Company Post
   · Boskalis reports completion of an FPSO return project in West Africa in which BOKA Fulmar performed mooring-line replacement and hook-up while other company vessels provided positioning support. The profile labels this as a company-reported execution example.
   ([linkedin.com](https://www.linkedin.com/posts/boskalis_boskalis-creatingnewhorizons-offshoreenergy-activity-xx.xx-Nw8L))
4. Boka Fulmar - AHTS Multipurpose DP2 Offshore Construction Vessel
   · Company verification: Boskalis' March 2026 vessel offering explicitly describes Boka Fulmar as an AHTS multipurpose DP2 offshore construction vessel.

26.77. Van Stee Offshore

■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■ ■■■■ ■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■■■ The Zwerver V specification identifies DP2 positioning and four-point mooring alongside towing and anchor handling applications. In a May xx.xx 2025 announcement, the company reported completion of the vessel's final crane installation and mobilization with a trenching spread for Van Oord, providing a concrete example of equipment-backed cable-burial support.

Marine contractors facing shallow-water access constraints can evaluate Van Stee as a vessel platform for a combined support scope instead of assembling separate platforms for each activity. That option depends on the included equipment, competent personnel, site conditions and customer acceptance; multipurpose capability does not eliminate those requirements. ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■ ■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■ ■ ■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■ ■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■ ■■■■■■■■■■■■

Sources & Evidence

1. Company - Van Stee Offshore

   · Van Stee describes shallow-draft multipurpose offshore support vessels and services including anchor handling, supply, cable work, diving support, survey and trenching. This establishes complementary task capability rather than conventional AHTS equivalence. ([vansteeoffshore.com](https://vansteeoffshore.com/company/))

2. Zwerver V Completes Final Crane Installation and Mobilization for Van Oord

   · Van Stee's May xx.xx 2025 announcement reports completion of Zwerver V's final crane installation and subsequent mobilization with a trenching spread for Van Oord. It describes the vessel as shallow-draft and DP2. ([vansteeoffshore.com](https://vansteeoffshore.com/news/))

3. Multi Purpose DP2 Support Vessel Zwerver V - Van Stee Offshore

   · The Zwerver V specification identifies a shallow-draft multipurpose DP2 support vessel, four-point mooring and marketed anchor handling, towing and supply applications. These particulars support a task-specific comparison, not universal qualification. ([vansteeoffshore.com](https://vansteeoffshore.com/wp-content/uploads/2023/xx.xx/Specs-DP2-Zwerver-V-xx.xx.pdf))

   · Company verification: Van Stee Offshore publishes a commercial specification for the multipurpose DP2 support vessel Zwerver V.

26.78. Seacontractors

Seacontractors' continuing AHTS proposition should be distinguished from the workboat fleet transferred to Jifmar. ■■■ ■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■ ■■ ■■■ ■■■■■■■■ ■■■■ ■■■ ■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■ ■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ A September xx.xx 2026 company announcement reports the vessel's August departure from Vlissingen East with a Heerema jacket in tow, demonstrating reported offshore employment after the workboat transaction.

Buyers should route enquiries by the actual vessel and service, not assume that Jifmar acquired Seacontractors as a whole or that all historical assets remain with Seacontractors. ■■■ ■■■■■■■■ ■■■■■ ■■■■ ■■ ■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■ ■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■■ Buyers should verify the contracting entity, local support and personnel responsibilities for the proposed assignment.

Sources & Evidence

1. Jifmar Group and Seacontractors Finalize the Transfer of the Workboat Fleet

   · The joint closing announcement identifies November xx.xx 2025 as the workboat and associated-team transfer date, including the Dubai team, and distinguishes Seacontractors' continuing offshore repositioning. ([seacontractors.com](https://www.seacontractors.com/wp-content/uploads/2025/xx.xx/Press-Release-Jifmar-Group-Seacontractors-Acquisition-Closing-Finalized-Nov-2025.pdf))

   · Company verification: Seacontractors identifies itself as an AHTS provider and distinguishes its continuing business from the transferred workboat fleet.

2. Sea Banckert - Seacontractors
   · Seacontractors identifies Sea Banckert as an AHTS with DPS-xx.xx positioning, anchor handling and towing equipment, cargo transport capability and firefighting equipment. These are vessel-specific company particulars. ([seacontractors.com](https://www.seacontractors.com/vessel/sea-banckert/))
3. Sea Banckert Departs Vlissingen East with Heerema Jacket - Seacontractors
   · The company announcement dated September xx.xx 2026 reports Sea Banckert departing Vlissingen East on August xx.xx with a Heerema jacket in tow into the North Sea. This is reported employment after the workboat transaction, not evidence of future availability. ([seacontractors.com](https://www.seacontractors.com/))

26.79. Jifmar Group

[illegible] Jifmar separately offers ROV services, engineering, logistics and contract management. These complementary capabilities support evaluation of an integrated service package, but the multipurpose designation should not be treated as automatic equivalence to every conventional AHTS requirement.

The completed transfer of Seacontractors' workboat fleet and associated Dubai and seafaring teams in November 2025 added a specific regional delivery resource. It was a workboat transaction, not an acquisition of Seacontractors' entire continuing AHTS business. [illegible]

[illegible] Separately procuring a qualified AHTS preserves specialist vessel choice but leaves more coordination with the buyer. Before committing, buyers should verify classification, included equipment, personnel and approvals for the specific scope; neither the workboat acquisition nor a historical vessel designation settles those questions.

Sources & Evidence

1. Jifmar Group and Seacontractors Finalize the Transfer of the Workboat Fleet
   · The completed transaction transfers Seacontractors' workboat fleet and associated teams to Jifmar, strengthening its Middle East and Indian Ocean delivery resources; it is not described as acquisition of the entire continuing company. ([seacontractors.com](https://www.seacontractors.com/wp-content/uploads/2025/xx.xx/Press-Release-Jifmar-Group-Seacontractors-Acquisition-Closing-Finalized-Nov-2025.pdf))
   · Company verification: The November 2025 joint announcement establishes Jifmar Group's acquisition of Seacontractors' workboat fleet, not the entire company.
2. JIF Artemis - DP Multipurpose Vessel Specifications
   · The September xx.xx 2024 JIF Artemis specification identifies a French-flagged DP2 multipurpose vessel with tug and anchor handling classification, cranes and anchor handling equipment. Its stated vessel type does not establish equivalence to every conventional AHTS specification. ([jifmar.com](https://jifmar.com/wp-content/uploads/2024/xx.xx/JIF-Artemis.pdf))

3. Services - Jifmar Group
   - Jifmar describes vessel chartering, ROV services, engineering, project management, procurement and logistics, contract management and personnel and equipment mobilization. The combined-service option is an inference conditional on the nominated vessel and agreed responsibilities. ([jifmar.com](https://jifmar.com/services/))
4. Who We Are - Jifmar Group
   - Jifmar identifies bases in Europe, including France, the Netherlands and Scotland, West Africa, including Gabon and Senegal, and the Middle East. These are company-described support locations, not proof of unrestricted jurisdictional access. ([jifmar.com](https://jifmar.com/who-we-are/))
5. Flotte de commerce au 1er janvier 2018
   - Company verification: The official French fleet publication records Jifmar Offshore Services' registration of ANNA B as an AHTS in February 2018.

26.80. Caspian Marine Services B.V.

[redacted] The named AHTS vessel descriptions cover towing, cargo and bulk-material transport, anchor handling and use as an ROV platform. A Caspian project operator can therefore assess a coordinated vessel package, while distinguishing the AHTS service from complementary support-vessel functions.

CMS's own documentation creates specific qualification checks. [redacted] A coordinated CMS package may reduce separate supplier interfaces, but only when availability and responsibilities align; separate awards preserve vessel-by-vessel choice while increasing the buyer's coordination burden.

Sources & Evidence

1. Fleet - Caspian Marine Services B.V.
   - CMS identifies Islay and Jura under AHTS, distinguishes complementary platform supply and crew-transfer vessels, describes a combined owned and managed fleet operating predominantly in the Caspian region and provides a Baku address. ([caspmarine.com](https://www.caspmarine.com/fleet))
   - Company verification: Caspian Marine Services B.V. explicitly lists Islay and Jura under AHTS vessels and describes a combined owned and managed Caspian fleet.
   - Company verification: The fleet page identifies the company's Baku, Azerbaijan address.
2. Islay - Caspian Marine Services B.V.
   - CMS describes Islay as DP0 and documents towing, cargo and bulk-material transport, anchor handling and ROV-platform roles. Its headline bollard pull differs from the page's last-certified value, supporting certificate-based qualification. ([caspmarine.com](https://www.caspmarine.com/islay))

3. Jura - Caspian Marine Services B.V.
   - CMS documents Jura's towing, cargo and bulk-material transport, anchor handling and ROV-platform roles. The same page distinguishes its headline bollard pull from a different last-certified value; current certification must therefore be established for the proposed commitment. ([caspmarine.com](https://www.caspmarine.com/jura))

26.81. Caspian Offshore Construction LLP

Caspian Offshore Construction LLP offers regional marine-service coordination alongside vessel operations. Its activities include towing, anchoring and mooring support, cargo transportation, diving support and management of third-party tonnage, including maintenance, crewing and HSE responsibilities. ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■ ■■ ■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■ ■■ ■■■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■

Vessel-specific qualification requires reconciliation. The company's page headed ASMAN identifies an AHTS/DSV but displays Arlan in its vessel-name field; its separate Arlan page describes a multipurpose workboat. ■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■ ■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■ ■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■■■■ ■■ ■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■■■

Sources & Evidence

1. Activities
   - COC describes Caspian and Middle East marine services, including towing, anchoring, cargo transportation, diving support and third-party vessel management covering maintenance, crewing and HSE. Its contact information identifies Kazakhstan offices. ([coc.kz](https://coc.kz/activities-en))
2. ASMAN
   - The page headed ASMAN labels the vessel AHTS/DSV but displays Arlan in its vessel-name information. This directly supports the identity discrepancy, not attribution of the particulars to either vessel without reconciliation. ([coc.kz](https://coc.kz/asman-en))
   - Company verification: Caspian Offshore Construction's ASMAN vessel page labels the vessel category AHTS/DSV and identifies Kazakhstan and Aktau.
   - Company verification: The page title says ASMAN while its vessel-name information also displays Arlan, requiring reconciliation.
3. Arlan
   - COC's separate Arlan page identifies Arlan as a multipurpose workboat, establishing a competing vessel description that must not be conflated with the ASMAN AHTS/DSV entry. ([coc.kz](https://coc.kz/arlan-en))

26.82. Silver Shipping Caspian

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handler. The advertised categories nevertheless require named-vessel comparison because an AHT and an AHTS are not automatically equivalent offers.

[illegible] Local coordination may simplify a mixed-vessel assignment, but introduces counterparty interfaces. The alliance offering does not establish SSC's control of every advertised vessel, and a logistics mandate should not be mistaken for the authority to commit a particular hull.

Sources & Evidence

1. Fleet · Silver Shipping Caspian
   · Silver Shipping Caspian advertises AHTS and AHT charter offerings for geological-seismic exploration, supply and towing, alongside barges, accommodation vessels and crew boats. ([silver-caspian.com](https://silver-caspian.com/fleet/))
   · Company verification: Silver Shipping Caspian's official fleet offering includes AHTS/AHT vessels for chartering, supply, and towing and identifies an Aktau, Kazakhstan address.
2. Marine Logistics & Offshore Support
   · The brochure describes alliance-owned fleet access, owned and chartered operating resources, technical management, personnel recruitment and port agency services. These are company-described capabilities, not proof of authority over each advertised hull. ([silver-caspian.com](https://silver-caspian.com/wp-content/uploads/2024/xx.xx/2024.Brochure.SSC_A4_EN-web.pdf))
3. Contacts · Silver Shipping Caspian
   · The company identifies itself as Limited Liability Partnership Silver Shipping Caspian and gives its location as Aktau, Kazakhstan. ([silver-caspian.com](https://silver-caspian.com/contacts/))

26.83. Remontowa Holding

[illegible] Its B244 reference documents construction using an AHTS design prepared by the group's marine-design business. For an owner, this supports investigating coordinated design and construction, but does not establish that every group capability is included under one contractual guarantee.

Existing-asset support is also demonstrated by the reported completion of BB Ocean's repair, class renewal and ballast-water-treatment retrofit in 2024. [illegible] Separate proposals should identify the responsible shipbuilding or repair entity and the interfaces with designers and equipment suppliers.

Sources & Evidence

1. Products
   · Remontowa lists AHTS vessels under Remontowa Shipbuilding, AHTS modifications and conversions under Remontowa Shiprepair Yard, and marine-design services as a separate group capability. ([remontowaholding.com.pl](https://www.remontowaholding.com.pl/en/index/products/))
   · Company verification: Remontowa's official group product page includes complete AHTS vessels among its offshore support vessel offerings.
2. B244/1-2 - Remontowa Shipbuilding
   · The B244 project reference states that the completed AHTS vessels were built using the NED xx.xx design prepared by Remontowa Marine Design & Consulting. ([remontowa-rsb.pl](https://remontowa-rsb.pl/en/produkty/b244-xx.xx-xx.xx-xx.xx/))
3. Remontowa Ship Repair News, Issue 4 (51), 2024
   · The company's magazine reports completion of BB Ocean's AHTS repair, class renewal and ballast-water-treatment retrofit in 2024. It describes compact-layout constraints and internal-space reallocation, supporting a configuration trade-off rather than a universal retrofit outcome. ([remontowa.com.pl](https://www.remontowa.com.pl/wp-content/uploads/2025/xx.xx/remontowa_news_2024_4_v3_small.pdf))
4. Contact
   · Remontowa Holding's contact page identifies the company and its Gdańsk location. ([remontowaholding.com.pl](https://www.remontowaholding.com.pl/en/index/contact/))

26.84.Salt Ship Design

Salt Ship Design contributes full-vessel engineering to AHTS procurement rather than vessel capacity hire. Its SALT xx.xx AHTS portfolio includes delivered references such as Maersk Maker and Maersk Master, built at Kleven. ■■■ ■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■■■

An owner seeking control over the vessel specification can engage Salt for conceptual design and shipyard tender support, followed by basic or detailed design, project follow-up and site support. ■■■■ ■■■■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■ ■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■ ■ ■■■■■■■ ■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■■■ ■■■■ ■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■ ■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■■ ■■■■■■■ Before tendering, the owner should agree design rights, approval responsibilities, document access and the boundary of site support; a yard-led package may be preferable where the owner cannot retain that coordination capability.

Sources & Evidence

1. Anchor Handlling - Salt Ship Design
   · Salt presents SALT xx.xx AHTS design references, including Maersk Maker and Maersk Master built at Kleven, and describes deck-safety, energy-efficiency and supplier-coordination design priorities. Performance statements remain supplier claims. ([saltship.com](https://www.saltship.com/anchor-handling))
   · Company verification: Salt Ship Design maintains a dedicated AHTS design portfolio with SALT xx.xx AHTS vessel references.

2. Services - Salt Ship Design
   · Salt offers conceptual design and yard tender support, basic and detailed design, project follow-up, site support, documentation management and design packages for vessel upgrades. The procurement implications are analytical inferences from those service boundaries. ([saltship.com](https://www.saltship.com/services))
3. Contact - Salt Ship Design
   · Salt's contact page identifies offices in Norway, Poland and Serbia; those locations support an engineering footprint, not an inference of universal local delivery support. ([saltship.com](https://www.saltship.com/contact))

26.85. Kongsberg Maritime

Kongsberg Maritime offers AHTS vessel designs together with propulsion, deck machinery, dynamic positioning and integrated automation. Its contribution therefore extends beyond a standalone component to the coordination of vessel design and installed systems. ■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■ ■■■ ■■ ■■■■■■■■■ ■■■■ ■ ■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■ ■■■■■

Lifecycle support is a relevant differentiator: Kongsberg advertises worldwide technical assistance, remote support and support for legacy Rolls-Royce Commercial Marine products. ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■■■■■■■ Efficiency and uptime claims should be validated against the intended duty cycle and support agreement rather than treated as guaranteed outcomes.

Sources & Evidence

1. Anchor handling tug supply (AHTS) vessel
   · Kongsberg offers AHTS vessel designs and integrated propulsion, deck machinery, positioning and automation systems. Its integration and efficiency descriptions establish the offered scope, not independently verified outcomes for every vessel. ([kongsbergmaritime.com](https://www.kongsbergmaritime.com/segments/offshore-wind/ahts-vessel/))
   · Company verification: Kongsberg Maritime explicitly offers AHTS vessel designs alongside integrated vessel systems, establishing a complete-vessel design role rather than component-only participation.
2. Our support commitment - Kongsberg Maritime
   · Kongsberg advertises worldwide technical and remote support, including assistance for legacy Rolls-Royce Commercial Marine products. The publication treats these as supplier service commitments requiring contractual definition. ([kongsbergmaritime.com](https://www.kongsbergmaritime.com/support/service/))
3. Thruster Support Pool (TSP) | Cutting downtime for thruster maintenance - Kongsberg Maritime
   · The Thruster Support Pool exchanges refurbished replacement thruster units. Kongsberg lists supported model families and directs customers to check availability of other units with their service office. ([kongsbergmaritime.com](https://www.kongsbergmaritime.com/support/thruster-support-pool/))

26.86. Zamakona Yards

[illegible] Those particulars demonstrate experience with a specified AHTS configuration, not the condition or availability of that vessel today. The group's newbuild offering identifies the Bilbao business as Astilleros Zamakona, S.A. and also describes construction and repair at Pasajes.

The group's Basque Country and Canary Islands footprint combines shipyards with mechanical, electrical and supply businesses. Buyers should distinguish the entity undertaking construction from the businesses providing later repair or equipment support. [illegible]

Sources & Evidence

1. Newbuilds - Zamakona Yards
   · Zamakona advertises newbuild services, identifies its Bilbao business as Astilleros Zamakona, S.A., and describes construction and repair at Pasajes. These offerings do not establish a project-specific construction slot. ([zamakonayards.com](https://www.zamakonayards.com/en/services/newbuilds/))
2. LOKE VIKING - Zamakona Yards
   · The Loke Viking AHTS reference records delivery in 2010, DP Class xx.xx and an ICE-1A class notation. These are archived delivery particulars, not evidence of present vessel condition or availability. ([zamakonayards.com](https://www.zamakonayards.com/portfolio/loke-viking/))
3. Locations & Organization - Zamakona Yards
   · Zamakona describes a multi-company organization with shipyards, mechanical, electrical and supply businesses in the Basque Country and Canary Islands. Contract-responsibility implications are analytical, not a claim that every capability is bundled. ([zamakonayards.com](https://www.zamakonayards.com/en/group/locations-organization/))
4. Zamakona Shipyard Bilbao - Zamakona Yards
   · Company verification: Zamakona's official Bilbao shipyard page identifies AHTS construction experience and named AHTS project references.

26.87. EDT Offshore

[illegible] EDT Shipmanagement also states that it undertakes day-to-day fleet commercial management and third-party vessel chartering. This identifies a management and contracting route without conflating the vessel owner with the operating brand.

For an Eastern Mediterranean assignment, EDT's Limassol shorebase, berthing and storage services can complement the vessel package where the project needs local logistics

coordination. Buyers should request a combined scope that identifies the chartering counterparty, shorebase obligations and exclusions. ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪ ▪▪ ▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪

Sources & Evidence

1. EDT Offshore | Eas - DP I Anchor Handling Tug Supply Vessel
   · EDT identifies Eas as a DP Class xx.xx AHTS, names Sea Whale Shipping Ltd as owner and EDT Shipmanagement Ltd as operator, and separately lists DP Class xx.xx multipurpose support vessels. ([edtoffshore.com](https://edtoffshore.com/fleet/vessels/eas))
2. EDT Offshore | Vessel Chartering
   · EDT Shipmanagement states that it handles day-to-day fleet commercial management and offers chartering and commercial management for third-party vessels. This supports distinguishing management access from vessel ownership. ([edtoffshore.com](https://edtoffshore.com/solutions-services/vessel-chartering))
3. EDT Offshore | Oil & Gas Shorebase and Support
   · EDT describes its Limassol, Cyprus shorebase and associated berthing, storage and support services for regional oil and gas assignments. This establishes offered logistics assets, not qualification of Eas for every regional mission. ([edtoffshore.com](https://edtoffshore.com/solutions-services/oil-gas-shorebase-and-support))
4. EDT Offshore - From Shore to Rig, Surface to Seabed | Fleet Category
   · Company verification: EDT Offshore's official fleet identifies Eas as an AHTS and separately labels AHT, PSV, and multipurpose vessel categories.

26.88.JD-Contractor A/S

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▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ The integrated route can consolidate selected responsibilities, but should be chosen only after confirming the actual outfit, personnel, approval scope and mobilization commitment. Optional cable or subsea equipment should not be assumed to be installed, available or compatible with every anchor handling assignment.

Sources & Evidence

1. Detector - JD-Contractor A/S
   · JD-Contractor identifies Detector as an AHTS-derived subsea construction vessel with DP Class xx.xx JD Crafts A/S as owner and JD-Contractor A/S as operator. Its mission list distinguishes equipment available when required from an unconditional installed package.
   ([jdcon.dk](https://jdcon.dk/Fleet-equipment/Fleet/Detector))
2. Location - JD-Contractor A/S
   · JD-Contractor describes Danish fleet bases, equipment warehouses and workshops supporting vessel mobilization and project work. These assets do not establish immediate availability of a particular outfit.
   ([jdcon.dk](https://www.jdcon.dk/About-us/Location))
3. Survey - JD-Contractor A/S
   · JD-Contractor offers survey services using its equipment and in-house surveyors through subcontract and full-contract arrangements. This supports evaluating an expressly scoped project-service package rather than assuming those services accompany vessel access.
   ([jdcon.dk](https://www.jdcon.dk/Subsea-cables-pipelines/Survey))
4. AHTS Detector - JD-Contractor A/S
   · Company verification: JD-Contractor A/S publishes an AHTS Detector offering for offshore rig moves, support, and anchor handling, revised September xx.xx 2024.

26.89. Rosetti Marino

Rosetti Marino has an established historical AHTS construction record, but its former shipbuilding assets should not be treated as retained newbuild capacity. ■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■ ■■■■■■■■■■ The transaction excluded the Piomboni yard, which the company identified with offshore energy structures rather than finished AHTS construction.

For vessel owners evaluating a Rosetti newbuild proposal, the decisive question is the proposed delivery arrangement, not the company's historical builder attribution. Any renewed AHTS commitment would require confirmation of the contracting entity, construction yard, capacity reservation and responsibility for vessel integration and acceptance. ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■ ■■■ ■■■■■■ ■■■■ ■■ ■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■■

Sources & Evidence

1. 100 years young - Rosetti Marino
   · Rosetti's corporate history records AHTS production beginning in 2006, supporting historical construction experience rather than a present delivery commitment.
   ([rosetti.it](https://www.rosetti.it/xx.xx-years-young/?utm_source=openai))
   · Company verification: Rosetti Marino's official corporate history records the start of AHTS vessel production in 2006.
2. Rosetti Marino cede uno dei suoi asset cantieristici e si concentra sulla forte ripresa del settore Energy
   · The March xx.xx 2023, announcement confirms completed disposal of San Vitale shipyard property, excludes Piomboni and states Rosetti's concentration on energy activities.
   ([rosetti.it](https://www.rosetti.it/wp-content/uploads/2023/xx.xx/Comunicato-Rosetti-Marino-cede-uno-dei-suoi-asset-cantieristici-e-si-concentra-sul-settore-Energy-xx.xx.2023.pdf))

3. Archivi Fleet - Augusta Offshore
   · Company verification: Augusta's fleet catalog identifies Rosetti Marino as the builder of Asso Trentuno.

26.90. Gazprom Shelfproekt

[redacted] Its fleet service includes configuring project fleets, arranging rig transportation, positioning and anchoring, coordinating marine logistics and contracting vessels. AHTS vessels are expressly included among the vessel types it engages.

This offers project operators a potential route to delegate marine coordination where they lack that capability internally. [redacted] The vessel and accountable owner or manager must also be identified before comparing an integrated package with direct chartering or attributing related Gazprom capacity to separate suppliers.

Sources & Evidence

1. Gazprom Shelfproject - About us
   · The English company page identifies Gazprom Shelfproject JSC and describes offshore services and integrated project management. ([gazprom-shelfproject.ru](https://gazprom-shelfproject.ru/about/us/en))
2. Fleet - Gazprom Shelfproject JSC
   · The fleet service includes project-fleet configuration, rig transportation, positioning, anchoring and vessel contracting; AHTS is an expressly included vessel category. International and ice-condition coverage are company service claims. ([gazprom-shelfproject.ru](https://gazprom-shelfproject.ru/services/fleet/en))
3. Флот - Газпром шельфпроект
   · Company verification: Gazprom Shelfproekt's official Russian-language marine-logistics page explicitly includes AHTS fleet categories for offshore support.

26.91. Olympic Subsea ASA

Olympic Subsea ASA offers a documented intersection between anchor handling and subsea construction through Olympic Zeus. The company's vessel particulars identify DP Class xx.xx an active-heave-compensated crane and work-class remotely operated vehicle arrangements. [redacted]

[redacted] Conversely, a construction package requires confirmation of equipment condition, qualified personnel, customer acceptance and the

availability window. The hybrid propulsion description does not by itself establish alternative-fuel capability or battery integration.

Vessel responsibility also needs precise treatment. The Norwegian Offshore Directorate identifies Olympic Exploration III AS as the current responsible company for Zeus, while Olympic markets the vessel within its fleet. ■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■ ■■ ■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■ ■■■ ■■■■■■ ■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■

Sources & Evidence

1. Olympic Zeus - Olympic Subsea ASA
   - Olympic markets Zeus as an anchor-handling and subsea construction vessel and lists DP Class xx.xx an active-heave-compensated crane and work-class ROV arrangements. ([olympic.no](https://www.olympic.no/vessel/olympic-zeus/))
2. Olympic Zeus | Ulstein Group
   - Ulstein's construction reference identifies Zeus as AHTS and describes combined diesel-electric and diesel-mechanical propulsion. It cautions that original specifications may have changed. ([ulstein.com](https://ulstein.com/references/olympic-zeus))
   - Company verification: Ulstein's own construction-reference page identifies Olympic Zeus as an AHTS reference.
   - Company verification: The reference records the restructuring of Olympic Shipping as Olympic Subsea ASA in 2017.
3. Facility: OLYMPIC ZEUS - Factpages - Norwegian Offshore Directorate
   - The regulator's Zeus record names Olympic Exploration III AS as current responsible company; this field does not establish the complete ownership or charter-authority chain. ([factpages.sodir.no](https://factpages.sodir.no/en/facility/PageView/Moveable/All/xx.xx))
4. Facility: Moveable - Factpages - Norwegian Offshore Directorate
   - Company verification: The Norwegian Offshore Directorate's facility table associates Olympic Zeus with Olympic Exploration III AS; this does not independently resolve group ownership.

26.92. Havila Shipping ASA

Havila Shipping ASA's former AHTS assets cannot represent its present owned capacity. ■■■ ■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■ ■■■■■ ■■■ ■■■■■■ ■■■■■■■ ■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■■ ■■ ■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ Its fleet disclosure for June xx.xx 2026, describes platform supply, subsea and rescue recovery vessels, including externally owned vessels and bareboat arrangements, rather than a renewed AHTS fleet.

Havila's continuing offshore operating and management business remains relevant to understanding the company, but is not equivalent to a demonstrated anchor-handling offer. A project buyer should require a named qualifying vessel and an enforceable delivery mandate before accepting an AHTS proposal from Havila. ■■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■ ■■ ■■■ ■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■ ■ ■■■■■■■■ ■■■■■■ ■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■ ■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■

Sources & Evidence

1. Havila Shipping ASA - Annual Report 2023
   · Havila reports that AHTS vessels Havila Venus and Havila Jupiter were sold and delivered in November 2023 under lender requirements in its restructuring agreement. ([live.euronext.com](https://live.euronext.com/sites/default/files/company_press_releases/attachments_oslo/2024/xx.xx/xx.xx/616286_HAVI-2023.pdf))
   · Company verification: Havila Shipping's 2023 annual report records the sale and delivery of AHTS vessels Havila Venus and Havila Jupiter in November 2023.
2. Havila Shipping ASA - Q2 Report 2026
   · The June xx.xx 2026, fleet disclosure comprises PSV, subsea and RRV categories and describes externally owned vessels and bareboat arrangements, without establishing renewed AHTS capacity. ([havilashipping.no](https://www.havilashipping.no/hubfs/haviq226.pdf?hsLang=no))
3. Fleet of Offshore Vessels | Havila Shipping
   · Company verification: Havila's inspected current fleet menu displays OPV, PSV, subsea, and RRV categories without an AHTS category.

26.93. Simon Møkster Shipping

Simon Møkster Shipping's documented strengths are offshore supply and multi-field support, including rescue, oil recovery and firefighting, with a Stavanger-based organization focused on the North Sea and Barents Sea. The company identifies itself as family-owned. ■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■ ■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■ ■■■■ ■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■

The October xx.xx 2026, extension of Equinor employment for Stril Merkur and Stril Herkules concerns emergency response and rescue vessels, with firm commitments through December 2027. ■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■ ■ ■■■■■ ■■■■■■■■ ■■■■ ■■ ■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■ ■■■■■■■■■ ■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■ ■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■ Retained qualifying AHTS capacity remains a separate verification question.

Sources & Evidence

1. About | Simon Møkster Shipping
   · Møkster identifies family ownership, Stavanger headquarters, North Sea and Barents Sea focus, and supply, rescue, oil recovery, firefighting and multi-field services. ([mokster.no](https://www.mokster.no/about))
2. Option declaration for four vessels | Simon Møkster Shipping
   · The October xx.xx 2026, announcement identifies Stril Merkur and Stril Herkules as ERRVs with Equinor firm contracts through December 2027, not as AHTS commitments. ([mokster.no](https://www.mokster.no/news/option-declaration-for-four-vessels))

26.94. Astilleros Armón

Astilleros Armón provides a documented shipbuilding route for AHTS procurement. ■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■ ■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■ ■■■■ ■■ ■■■ ■■■■■■■■■■■■ ■■■■ ■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■

[illegible] This supports evaluation of Armón as a design-and-construction counterparty, while distinguishing a completed reference from a current order or reserved delivery slot.

[illegible] Before committing, the buyer should identify the responsible yard and legal entity, confirm the construction window, and agree the required mission equipment and acceptance obligations. Group-wide engineering resources do not establish that every yard can deliver the same vessel configuration.

Armón also advertises repair, technical support and international transportation of parts and equipment. [illegible] The defensible proposition combines a qualifying construction reference with an agreed delivery and support package; it does not depend on an unsupported claim of superior performance or guaranteed availability.

Sources & Evidence

1. Astilleros Armón - General Catalog, Spanish
   · Armón's general catalog includes AHTS among its offshore vessel offerings. This supports offering classification, not an assertion of committed delivery capacity. ([astillerosarmon.com](https://www.astillerosarmon.com/images/b_ARMON_CAT_GENERAL_CAST.pdf))
2. Astilleros Armon - Bylgia
   · The Bylgia construction reference identifies Astilleros Armon Vigo, S.A., AHTS classification, Heerema and the year 2013. ([astillerosarmon.com](https://www.astillerosarmon.com/shipbuilding/offshore/item/xx.xx-bylgia.html))
3. Astilleros Armon - Engineering
   · Armón describes technical offices in Navia, Gijón and Vigo, transfer of design work across group companies, and in-house designs particularly relevant to offshore vessels and tugs. ([astillerosarmon.com](https://www.astillerosarmon.com/recursos-xx.xx/engineering.html))
4. Astilleros Armon - Service
   · Armón advertises technical support, repairs and international transportation of parts and equipment; the page does not establish contract-specific response or warranty performance. ([astillerosarmon.com](https://www.astillerosarmon.com/service.html))

26.95. GSP Offshore

For projects requiring coordinated rig moves and offshore supply, GSP Offshore offers a combination of vessel services and Romanian shore infrastructure. [illegible] These complementary assets support evaluating GSP for a vessel-and-shore-support package rather than solely as a source of towing capacity.

The commercial advantage is potential coordination across vessel employment, maintenance and project support; it is not demonstrated superiority in delivery performance. A Black Sea project buyer should request a named-vessel proposal identifying the contracting entity, vessel manager, shore services and responsibility for customer acceptance. ■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■ ■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■ ■ ■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■■

Sources & Evidence

1. GSP King - GSP Holding
   - GSP describes GSP King as an AHTS with listed DPS-xx.xx firefighting and antipollution capabilities, and identifies towing, rescue and offshore supply missions.
   - The commercial vessel description supports the stated mission offering, not present availability or current certificate validity.
   - Company verification: GSP's commercial vessel page explicitly identifies GSP King as an AHTS offshore support vessel.
   - Company verification: The page describes offshore towing and supply missions.
2. Shipping - GSP Offshore
   - GSP's shipping offering includes AHTS services, rig-move coordination and marine-operations support.
   - These advertised functions support conditional evaluation of an integrated vessel and project-support package.
3. Operational Bases - GSP Offshore
   - GSP describes Constanta-area operational bases containing workshops, training facilities and infrastructure supporting vessel overhaul and offshore construction.
   - The shore infrastructure supports the profile's coordination proposition without proving independently measured delivery performance.

26.96. Allianz Middle East Ship Management LLC

Allianz Middle East Ship Management LLC is relevant where offshore vessel hire must be coordinated with supply-base logistics. Its advertised services combine vessel chartering with berths, laydown areas, warehouses, storage and cargo-handling support. ■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■ ■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■ ■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■

Stanford Marine Group lists Allianz Middle East among its group companies, making counterparty and vessel allocation important procurement questions. ■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■ ■■■■■ ■■■■■ ■■■■■■ ■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■■ ■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■ This route trades fewer coordination interfaces for dependence on the provider's nominated

logistics package; separate contracts remain preferable when the buyer already controls its supply base.

Sources & Evidence

1. Group Companies - Stanford Marine Group
   - Stanford Marine Group lists Allianz Middle East under group companies.
   - The listing establishes the disclosed association but not vessel-booking authority, independent availability or a guarantee of Allianz obligations.
   - Company verification: Stanford Marine Group's group-company page includes Allianz Middle East.
   - Company verification: The page does not establish independent fleet ownership or eliminate possible overlap with Stanford Marine.
2. Services - Allianz Middle East Ship Management LLC
   - Allianz advertises vessel chartering, supply-base operations, berths, laydown areas, warehouses, storage, cargo handling and integrated project logistics.
   - Combining these advertised functions is the supported premise for evaluating vessel and shoreside coordination.
3. Allianz Power - Vessel Factsheet
   - The Allianz Power factsheet identifies an AHTSS vessel with anchor-handling and towing equipment, supply-cargo facilities and listed firefighting capability.
   - The factsheet cautions that particulars are not guaranteed and may be amended.
4. Fleet - Allianz Middle East Ship Management LLC
   - Company verification: The official commercial fleet catalog identifies Allianz Middle East Ship Management LLC.
5. SHUAA Creates Largest Portfolio of Marine Offshore Supply Vessels in the Region Through Mergers and Acquisitions
   - Company verification: SHUAA's March xx.xx 2022 announcement describes an acquired Allianz holding business whose offshore fleet included AHTS vessels.
   - Company verification: The announcement establishes group-level historical participation, not the operator's current vessel allocation.

26.97. A. A. Turki Group (ATCO)

A. A. Turki Group's relevant capability extends beyond vessel provision into third-party marine management. ■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■ ■ ■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■ ■■■ ■■■■■ ■■■ ■■■■■ This supports evaluating ATCO as a management counterparty for an outside vessel owner, not merely as a chartering contact.

■■ ■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■ ■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■■ The prerequisite is a vessel-specific agreement covering employment authority, maintenance priorities and customer approvals; the mixed owned-and-managed catalog does not establish ownership of each listed asset. Delegation adds delivery capability but reduces direct operating control, while brokerage alone would not supply the advertised management functions.

Sources & Evidence

1. ATCO Marine | A. A. Turki Group (ATCO)
   - ATCO Marine describes operations along Saudi coasts and active project support in Abu Dhabi and Oman.
   - The page identifies offshore transportation and support as part of its marine business.
   - Company verification: ATCO's official marine business page explicitly states that its operating fleet includes AHTS vessels.
   - Company verification: The page identifies Saudi operations and regional project support, including the UAE and Oman.
2. Our Fleet | ATCO Marine | A. A. Turki Group
   - ATCO's catalog identifies ATCO Baraka-xx.xx as a DP2 AHTS.
   - ATCO describes third-party technical and commercial vessel management, crewing and integrated maintenance systems; the catalog covers both owned and managed operations.

26.98. Hadi Hamad Al Hammam Group

Hadi Hamad Al Hammam Group's published marine offering combines an AHTS owner/operator description serving Saudi Aramco in Saudi waters with vessel maintenance, offshore labor, brokerage, agency and chandlery services. ■■■ ■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■ The commercially relevant distinction is Saudi offshore-support experience combined with shoreside servicing, rather than an anchor-handling label alone.

■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■ ■■ ■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■ ■■ ■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■ ■■■■ ■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ Shore services can be evaluated separately from the asset commitment. This preserves a potentially useful local-support option without assuming that historical vessel names establish present control; direct charter reliance remains premature until those relationships are documented.

Sources & Evidence

1. Marine Services - Hadi H Al Hammam Group
   - Hadi's published services describe an AHTS owner/operator offering serving Saudi Aramco in Saudi waters, alongside maintenance, offshore workforce, brokerage, agency and chandlery services.
   - These are company-described functions, not a dated confirmation of retained assets or current employment.
   - Company verification: The official marine-services page describes an AHTS owner/operator business serving Saudi Aramco in Saudi waters.
   - Company verification: The page identifies the Hadi Hamad Al Hammam group.
2. Fleet - Hadi H Al Hammam Group
   - Hadi's fleet catalog lists Hadi-xx.xx as AHTSS alongside other AHTSS, utility and maintenance craft.
   - The catalog does not establish a dated retained-ownership schedule or current contracting authority.

26.99. Al Fattan Marine Services

Al Fattan Marine Services markets AHTS chartering alongside ship management, offshore logistics and maintenance services. Its yard at Al Sader Port in Abu Dhabi provides a shoreside element to that proposition. ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■

[redacted]

Buyers should request the qualifying AHTS nomination and separate vessel employment, management and yard-support obligations. Al Fattan's advertised ability to provide ADNOC-vetted vessels requires confirmation for the particular nomination and assignment. [redacted]

Sources & Evidence

1. Ship Management | Al Fattan Marine Services
   - Al Fattan advertises AHTS chartering, ship management, offshore logistics and maintenance services.
   - It states that it can supply ADNOC-vetted vessels; this is a company claim rather than nomination-specific customer acceptance.
   - Company verification: Al Fattan Marine Services describes itself as a vessel owner, manager and operator.
   - Company verification: Its marine-chartering offering explicitly includes AHTS vessels and offshore support services.
2. Our Facilities | Al Fattan Marine Services
   - Al Fattan locates its main yard at Al Sader Port, Al Taweelah, Abu Dhabi.
   - Its facilities catalog identifies tugs, barges and floating docks, supporting separation of complementary assets from a qualifying AHTS nomination.

26.100. Rawabi Vallianz Offshore Services

Rawabi Vallianz Offshore Services combines a Saudi operating base with advertised anchor-handling support, ship management and manning services. A company-issued delivery announcement identifies Rawabi xx.xx as a diesel-electric, shallow-draft AHTS delivered through collaboration with Vallianz. [redacted]

Corporate relationships require separate treatment. Vallianz's 2025 filing identifies a minority investment in RVOS and separately identifies Rawabi Vallianz International Company Limited. [redacted]

Sources & Evidence

1. Vallianz Holdings Limited - Annual Report 2025
   - Vallianz's annual report for the year ended December xx.xx 2025 identifies its minority equity investment in Rawabi Vallianz Offshore Services Company Limited.
   - The report separately identifies Rawabi Vallianz International Company Limited, supporting distinct corporate attribution rather than an assumed common vessel perimeter.
   - Company verification: The filing identifies Rawabi Vallianz Offshore Services Company Limited and reports Vallianz's xx.xx% equity interest at December xx.xx 2025.
   - Company verification: This resolves the disclosed minority-investment relationship but does not allocate individual AHTS vessels or contracts to the operating company.
2. Rawabi Vallianz Offshore Services - Rawabi Holding
   - Rawabi identifies RVOS in Al Khobar, Saudi Arabia, and lists anchor-handling support and safety vessels, ship management and manning services.
   - These functions support the Saudi-based operating and management proposition.
   - Company verification: Rawabi's official business page identifies Rawabi Vallianz Offshore Services in Al Khobar, Saudi Arabia.
   - Company verification: Its listed offerings include supply, anchor-handling tug support and safety vessels, and ship management.
3. Vallianz Holdings - Rawabi 209 Delivery Announcement
   - Vallianz's company-issued post reports delivery of Rawabi xx.xx in collaboration with RVOS and describes it as a diesel-electric, shallow-draft AHTS.
   - The reported configuration supports project-specific comparison, not independently established savings, battery integration or present availability.
4. General Announcement:: Press Release_Vallianz and Rawabi Vallianz Offshore Services Celebrate Milestone - Vallianz
   - Company verification: Vallianz's January xx.xx 2025 official announcement separately names Rawabi Vallianz Offshore Services in a joint milestone release.

26.101. Mubarak Marine LLC

Mubarak Marine LLC's AHTS-relevant offering can be assessed through the named Pannotia and Rodinia vessels. Their company factsheets identify Mubarak as manager and describe DP2 positioning, anchor-handling and towing equipment, firefighting capability, cargo decks and bulk-liquid supply systems. ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪

The factsheets list Saint Vincent and the Grenadines registration, so Dubai-based management should not be confused with UAE vessel registration. ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ Substitution should preserve the required supply systems and positioning capability, not merely a similar towing proposition.

Sources & Evidence

1. Pannotia - Offshore Support, Towing, Anchor Handling and FiFi Vessel Factsheet
   - Pannotia's factsheet identifies Mubarak Marine LLC as manager and lists DP2, anchor-handling, towing, firefighting and bulk-liquid supply capabilities.
   - The listed registration is Saint Vincent and the Grenadines; management identification does not establish Mubarak's ownership.
2. Rodinia - Offshore Support, Towing, Anchor Handling and FiFi Vessel Factsheet
   - Rodinia's factsheet identifies Mubarak Marine LLC as manager and lists DP2, anchor-handling, towing, firefighting, cargo-deck and bulk-liquid supply systems.
   - It lists Saint Vincent and the Grenadines registration and supports vessel-specific comparison rather than an inference from Dubai management.
3. Gulf Symphony - Mubarak-Marine
   - Company verification: The official vessel page identifies Mubarak Marine LLC as operator of Gulf Symphony.
   - Company verification: The vessel is marketed for offshore towage and anchor handling; this page alone does not establish AHTS supply capability.

26.102. Astro Offshore

Astro Offshore provides an international procurement option within Adani Ports and Special Economic Zone's marine business. ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■ ■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■ These developments broaden its deployment and service proposition but do not establish that every vessel performs AHTS missions.

Earlier Astro material identifies Astro Scorpius as an AHTS with firefighting capability and describes preparation for a Saudi charter. That establishes a named participation example, not its present availability. ■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■■ ■■ ■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■ ■■ ■■■■ ■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■ ■ ■■■■■■■■ ■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■

Sources & Evidence

1. Operational Performance - Marine | APSEZ Integrated Annual Report 2025-26
   - APSEZ's 2025-xx.xx report places Astro within its international marine business and describes Dubai-based operations across the Middle East, South and Southeast Asia, and Africa.
   - The report describes entry into West Africa and acquisition of PSVs, not universal AHTS capability.
2. Astro Offshore - Astro Scorpius AHTS and Saudi Charter Preparation
   - Astro's earlier company-issued post identifies Astro Scorpius as an AHTS with firefighting capability and describes preparation for a Saudi charter.
   - The post establishes historical participation, not retained ownership, current availability or a completed subsequent charter.
   - Company verification: Astro's company-issued commercial post identifies Astro Scorpius as an AHTS vessel and describes a subsequent Saudi charter.
   - Company verification: The post establishes dated participation, not a current complete fleet roster.

3. Astro Offshore acquisition announcement and presentation filed by Adani Ports and Special Economic Zone Limited
   - Company verification: The filed parent presentation identifies Astro's corporate headquarters in Singapore and main operational office in Dubai.
   - Company verification: It describes Astro's operating footprint across the Middle East and other regions.

26.103. Al Mutawa Marine Works LLC

Al Mutawa Marine Works presents an offshore technical-services proposition whose relevance extends beyond vessel hire. Its recruitment requirements for vessel-based diving personnel include anchor handling experience and ADNOC Offshore approval. ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■ ■■■■■ ■■ ■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■ ■■■■■ ■ ■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■■

A buyer evaluating an AHTS-linked intervention package should therefore establish the named vessel, the specialist personnel supplied and the boundary between marine operations and additional contracted services. Combining those functions could simplify coordination, while separate specialist appointments would preserve greater flexibility. ■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■

Sources & Evidence

1. AL Mutawa Marine Works LLC. - Company Profile and Updates
   - The company describes offshore oil-and-gas technical services and specifies anchor handling experience and ADNOC Offshore approval in recruitment for vessel-based diving personnel. These are recruitment requirements, not confirmation of personnel or vessel acceptance. ([ae.linkedin.com](https://ae.linkedin.com/company/al-mutawa-marine-works-llc-hr?trk=similar-pages))
2. AL Mutawa Marine Works LLC. - Crewing Officer Recruitment
   - The company's crewing-officer recruitment specification includes personnel mobilization, certification records, rotations and coordination with operations and vessel management. It supports analysis of contemplated staffing responsibilities, not achieved operating performance. ([linkedin.com](https://www.linkedin.com/posts/al-mutawa-marine-works-llc-hr_hiring-crewingofficer-marinejobs-activity-xx.xx-bHMX))

26.104. Ghantoot Offshore Marine Industries

Ghantoot Offshore Marine Industries, operating as GOMI, offers a construction-led proposition for vessel owners to evaluate. ■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ This breadth provides a potential construction and lifecycle-support interface, but does not establish a standard AHTS product or retained charter fleet.

Before qualifying an AHTS newbuild bid, an owner should obtain comparable vessel references and establish responsibility for design, specialist equipment integration and complete-vessel acceptance. An integrated yard contract could reduce interfaces compared with separately procuring construction and outfitting, but concentrates delivery responsibility and requires evidence that the proposed AHTS scope is within the yard's capability. ■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■ ■■ ■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■

Sources & Evidence

1. Ship Building - GOMI
   - GOMI advertises design, steel and aluminum vessel construction, equipment procurement, mechanical and electrical services, commissioning, trials and delivery. The page establishes its stated general construction scope, not an AHTS-specific completion reference. ([gomi.ae](https://gomi.ae/our-service/ship-building/))
2. Ship Repair & Conversion - GOMI
   - GOMI lists dry-docking, afloat repairs, conversion engineering and machinery, electrical and automation support. These substantiate advertised complementary support services, not vessel ownership or charter availability. ([gomi.ae](https://gomi.ae/our-service/ship-repair-conversion/))

26.105. Arabian Gulf Mechanical Services & Contracting Co. K.C.S.C.

Arabian Gulf Mechanical Services & Contracting Co. describes a Kuwait and Saudi Arabia marine-contracting business serving oil companies and port authorities in the Arabian Gulf. Its service menu connects anchor handling and rig moving with offshore transportation, towing, tanker berthing and standby duties across mixed vessel types. ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■ ■■■■■■■ ■■■■■■■■ ■■ ■■■ ■■■■■■■ ■■ ■■■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■ ■■■■ ■■■■■■ ■■■ ■■ ■■■■■■ ■■■■ ■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■■

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Registration, charter authority and the entity delivering Kuwait or Saudi work should be reconciled before commitment. Bundling services could reduce coordination interfaces, while separate contracts offer clearer vessel-specific accountability.

Sources & Evidence

1. Arabian Gulf Mechanical Services Kuwait - About Us
   - AGMS describes operations in Kuwait and Saudi Arabia serving Arabian Gulf oil companies and port authorities, with anchor handling, rig moving, offshore transportation, towing, berthing and standby services across mixed vessel types. Its heading uses K.C.S.C., while its description uses Ltd. ([agmskw.com](https://www.agmskw.com/about.html))
   - Company verification: AGMS identifies a Kuwait/Saudi marine contractor operating mixed fleets.
   - Company verification: Its services include anchor handling, rig moving and transportation from offshore facilities; vessel-specific AHTS qualification remains unresolved.

2. Arabian Gulf Mechanical Services Kuwait - Fleets
   - The fleet page invites purchasing, renting and other-service inquiries. This establishes a commercial inquiry channel without identifying a particular deliverable vessel. ([agmskw.com](https://www.agmskw.com/fleets.html))
3. AGMS - Contact
   - AGMS's contact page identifies a Kuwait office and uses Ltd. in its company details while retaining K.C.S.C. in the heading. The discrepancy supports counterparty verification rather than an inferred legal resolution. ([agmskw.com](https://www.agmskw.com/contact.html))

26.106. Kuwait Oil Tanker Company S.A.K.

Kuwait Oil Tanker Company's documented AHTS connection includes a historical asset-disposition process. Its 2019 tender identified Al Sabriyah as an AHTS supply vessel owned and operated by the Marine Agency Branch and offered it for sale on an as-is-where-is basis. ■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■ ■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■

KOTC describes its broader operating role as tanker ownership and management supporting Kuwait Petroleum Corporation, alongside agency services for tankers calling at Kuwaiti oil ports. ■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■ ■■ ■■■■ ■■■■■■■■ ■■■■■■ ■■ ■■■■■ ■■■■■■■■■■ ■■■ ■■■ ■■■ ■■■■■■■■■■ ■■■■■■ ■■ ■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■ ■■■■■■■■■ ■■■■■ ■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■ ■■ ■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■ ■■■■■■■■■■■ ■■ ■■■■ ■■■■■ ■■■■ ■■ ■■■ ■■■■■■■ ■■ ■■■■■■■■■ ■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■■ Retained qualifying activity remains unresolved.

Sources & Evidence

1. Sale of the AHTS (Al Sabriyah) - Kuwait Oil Tanker Company
   - KOTC's 2019 tender identifies Al Sabriyah as an AHTS supply vessel owned and operated by its Marine Agency Branch and solicits an as-is-where-is sale. The notice is a solicitation, not a record of completed disposal or current ownership. ([kotc.com.kw](https://www.kotc.com.kw/newsSite/Pages/NewsDetails.aspx?NewsId=xx.xx))
   - Company verification: A 2019 sale tender identifies Al Sabriyah as an AHTS supply vessel owned and operated by Kuwait Oil Tanker Company's Marine Agency Branch.
   - Company verification: The tender does not establish current retained AHTS activity.
2. Fleet Operations - Kuwait Oil Tanker Company
   - KOTC describes its main operating business as tanker ownership and management supporting Kuwait Petroleum Corporation and separately identifies marine agency activities. These are broader company roles, not confirmation of retained AHTS capacity. ([kotc.com.kw](https://www.kotc.com.kw/FleetDev/Pages/FleetOperations.aspx))
3. Marine Agency Branch - Kuwait Oil Tanker Company
   - The Marine Agency Branch provides services to tankers calling at Kuwaiti oil ports. This supports distinguishing local agency services from AHTS ownership, charter availability and vessel-delivery responsibility. ([kotc.com.kw](https://www.kotc.com.kw/CO/Pages/MarineAgencyBranch.aspx))

26.107. Cemre Shipyard

Cemre Shipyard has named construction references relevant to specialized AHTS procurement. ■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■

RESEARCH SAMPLE REPORT

[illegible] The separation of yard, customer and designer also makes the original delivery scope important when assessing comparable experience.

[illegible] Owners considering an ice-capable AHTS can evaluate Cemre against a specification-led newbuild requirement, while verifying which party undertakes equipment integration, trials and final acceptance. Historical project classifications do not establish that a proposed vessel has the same mission package or deployment permissions.

The commercial trade-off is access to relevant construction experience versus the coordination required across design, yard and equipment responsibilities. A bid should identify the scope Cemre will deliver, comparable references for that scope and the proposed construction schedule. [illegible]

Sources & Evidence

1. NB0045-HST0129 Normann - Cemre Shipyard
   - Cemre identifies Normann as an AHTS/icebreaker construction reference, with Havyard Group as customer and Havyard Ship Design as designer. The disclosed roles support explicit attribution of construction and completion responsibilities. ([cemreshipyard.com](https://www.cemreshipyard.com/en/references/nb0045-hst0129-normann))
2. NB0038-HST0122 Ajieyt - Cemre Shipyard
   - Cemre identifies Ajieyt as an AHTS/icebreaker construction reference, with Havyard Group as customer and Havyard Ship Design as designer. This substantiates specialized construction participation, not a Cemre-operated charter fleet. ([cemreshipyard.com](https://www.cemreshipyard.com/en/references/nb0038-hst0122-ajieyt))
3. Facilities - Cemre Shipyard
   - Cemre describes its Altınova facilities, fabrication and outfitting areas, slipways, quays and offices for owner representatives, suppliers, surveyors and inspectors. These support a construction-oversight interface, not an inferred delivery slot or charter offering. ([cemreshipyard.com](https://www.cemreshipyard.com/en/shipyard/facilities))
4. References - Cemre Shipyard
   - Company verification: Cemre's official construction-reference catalog identifies multiple AHTS and AHTS/icebreaker projects.
   - Company verification: The catalog locates the shipyard in Altınova, Yalova, Turkey.

26.108. Arena Denizcilik A.Ş.

Arena Denizcilik A.Ş. combines an AHTS construction portfolio with sale-and-charter intermediation and vessel inspection services. [illegible] The company identifies its commercial office in Istanbul and reports construction projects undertaken with shipyards outside Turkey.

[illegible] Shallow-draft references are relevant to access-constrained assignments, but do not establish the suitability of a proposed vessel. Subcontract participation can contribute construction capability without transferring complete-vessel delivery risk; a principal contract requires a different accountability arrangement.

For an existing-vessel transaction, Arena's intermediation and condition-inspection services address different needs. [illegible] Neither a brokerage listing nor a construction reference proves current vessel availability or customer qualification.

Sources & Evidence

1. Shipyard - Arena Denizcilik
   - Arena's construction catalog marks NB05-NB06-NB07 as delivered shallow-draft AHTS projects and labels another delivered AHTS as subcontract work. It also reports construction projects with shipyards outside Turkey. The catalog supports scope-sensitive construction attribution. ([arena-offshore.com](https://arena-offshore.com/shipyard/))
   - Company verification: Arena's official shipyard page identifies delivered shallow-draft AHTS projects.
   - Company verification: It also lists an AHTS subcontract construction project, requiring project-scope attribution.
2. Arena Offshore - Vessel Sale and Charter
   - Arena identifies sale, purchase and chartering as its transaction services and includes AHT/AHTS among its vessel categories. These are the company's own intermediation services, not evidence that listed vessels are Arena-owned. ([arena-offshore.com](https://www.arena-offshore.com/?utm_source=openai))
3. Inspection - Arena Denizcilik
   - Arena offers technical and sale-and-purchase inspections addressing structure, machinery, management and workboat capability, with scope tailored to the client. Inspection independence and customer mission acceptance are not established by this service description. ([arena-offshore.com](https://www.arena-offshore.com/inspection/))
4. Contacts - Arena Denizcilik
   - The contact page identifies Arena Denizcilik A.Ş. and its Istanbul commercial office. This establishes the published business identity and office location, not project-specific contracting authority. ([arena-offshore.com](https://arena-offshore.com/contacts/))

26.109. Istanbul Shipyard

Istanbul Shipyard's commercial offshore catalog includes AHTS alongside platform supply and multipurpose support offerings. [illegible]

[illegible] Catalog inclusion establishes neither an

active AHTS order nor a delivery slot. Buyers needing an immediate start require separately documented available capacity.

Sources & Evidence

1. OFFSHORE | İstanbul Shipyard
   · The official offshore catalog includes AHTS in its vessel series and displays a ROV support-ship entry, rather than a named AHTS delivery reference. ([istanbulshipyard.com](https://www.istanbulshipyard.com/tr/gemi-insa/ticari-gemiler/offshore))
   · Company verification: Istanbul Shipyard's official Turkish-language offshore catalog includes AHTS in its commercial offshore-vessel series.

26.110. Atlas Shipyard

[illegible] Atlas's published newbuilding scope emphasizes execution from detailed client-supplied designs. This makes it more defensibly assessable as a construction counterparty than as a source of proprietary standardized AHTS designs.

Atlas became wholly owned by DESAN, part of Kaptanoğlu Group, by the end of 2024. Buyers should match the contracting entity to that ownership structure without assuming a parent-company guarantee. [illegible]

Sources & Evidence

1. ABOUT - ATLAS SHIPYARD
   · Atlas states that its ownership transferred to DESAN, owned by Kaptanoğlu Group, by the end of 2024. The disclosure establishes reported ownership, not a parent delivery guarantee. ([atlas-shipyard.com](https://atlas-shipyard.com/about/))
2. NEW BUILDING - ATLAS SHIPYARD
   · Atlas describes vessel construction from detailed client-provided designs and includes offshore support vessels in its experience. The proposed construction-role comparison is an analytical implication of that scope. ([atlas-shipyard.com](https://atlas-shipyard.com/new-building/))
3. REFERENCES - ATLAS SHIPYARD
   · Atlas's reference list explicitly labels certain projects as hull builds and separately identifies completed cargo-vessel builds, supporting verification of the contracted delivery package. ([atlas-shipyard.com](https://atlas-shipyard.com/references/))
4. Amat Engineering - Representing Subsea Industries in Turkey
   · Subsea Industries describes its coating application to Antarctic, an AHTS commissioned at Atlas Shipyard in 2017. This supports a historical supplier-project reference, not current delivery availability or superior yard performance. ([subind.net](https://subind.net/case-study/amat-engineering/))

26.111. POSEIDON

POSEIDON is most defensibly assessed as an engineering and owner-side project-coordination candidate for AHTS procurement. ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■ The business presents itself as POSEIDON Marine Engineering and Construction in Izmir, Turkey; this operating identity should be matched to the legal counterparty in any appointment.

The company describes preparing technical specifications, assessing shipyard quotations, assisting subcontractor selection, and offering on-site construction supervision. ■■■■ ■■■■■ ■■■ ■■■■ ■■ ■■■■■ ■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■■■ ■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■ ■■■■■ Separate oversight adds coordination capability but also another accountability interface.

Sources & Evidence

1. Services - Poseidon
   - The official services page identifies POSEIDON Marine Engineering and Construction in Izmir and lists design, consulting, surveying, project management, and refit or conversion services. ([poseidonltd.com](https://poseidonltd.com/services/))
2. CONSULTING, SURVEYING & PROJECT MANAGEMENT - Poseidon
   - POSEIDON describes specification development, shipyard quotation assessment, subcontractor selection, and optional on-site construction supervision. This establishes an advertised engineering mandate, not a turnkey AHTS delivery obligation. ([poseidonltd.com](https://poseidonltd.com/services/consulting-surveying-project-management/))

26.112.Arya Javid

■■■■ ■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■ It also describes regional arrangements in Dubai and Oman. The proposition combines vessel access and supporting services; it does not establish ownership of a named AHTS fleet.

■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■ Bundling may simplify interfaces but obscure third-party responsibilities. Regional support does not establish present vessel availability or unrestricted cross-border access.

Sources & Evidence

1. Offshore Services - □□□□ □□□□□□□ □□□□□□□□□
   - Arya Javid advertises AHTS provision, crew and technical management, rig moves, anchor handling, and regional arrangements in Dubai and Oman. ([aryajavid.com](https://aryajavid.com/offshore-services/))
   - Company verification: Arya Javid's official offshore-services page describes offshore logistics and support in Iran.
   - Company verification: Its vessel-provision offering explicitly includes AHTS vessels.

26.113. Petro Borna

[illegible] It reports support teams in Tehran, Kish, and the United Arab Emirates. Its company-published corporate profile additionally includes AHTS among vessel types covered by chartering, operation, and management activities.

The commercially relevant proposition is coordination of vessel capacity with port and cargo interfaces for oil and gas projects. That does not establish which named AHTS assets it owns, manages, or can charter as principal. [illegible]

Sources & Evidence

1. Petro Borna ([illegible])
   - The official site identifies Petro Borna Kish, describes vessel operation and integrated port, cargo, customs, and rig-relocation services, and reports teams in Tehran, Kish, and the United Arab Emirates. (petroborna.com)
2. Petro Borna | LinkedIn
   - The company-published corporate profile lists AHTS among vessels included in chartering, operation, and management activities and links to the official company domain; it does not identify named qualifying assets. ([linkedin.com](https://www.linkedin.com/company/petro-borna))

26.114. SADRA Shipyard

SADRA Shipyard is associated with Iran Marine Industrial Company, SADRA. [illegible] A historical government shipyard directory includes AHTS among its construction categories; that supports a category reference, not proof of an active complete-AHTS order or a qualified delivery team.

[illegible] An integrated fabrication scope may be relevant, but does not resolve access to payment, equipment, or delivery support. A prospective AHTS order requires both a documented delivery package and a lawful transaction route.

Sources & Evidence

1. KOTRA: Shipbuilding Equipment Industry and Global Value Chain Entry Strategies
   - The historical directory's SADRA Shipyard entry includes AHTS among construction categories. This establishes directory coverage, not an active order or present complete-vessel delivery commitment. ([dl.kotra.or.kr](https://dl.kotra.or.kr/pyxis-api/xx.xx/digital-files/d0737670-66c8-xx.xx-abbf-262390fbcd8f))
   - Company verification: The government shipyard directory identifies SADRA Shipyard in Iran and includes AHTS among its construction categories.
   - Company verification: Current corporate identity and AHTS commercial activity are not established by the directory.
2. Important Activities - Iran Marine Industrial Company, SADRA
   - The official company page describes EPC ship construction and repair, including tugs, and associated design and engineering activities under Iran Marine Industrial Company, SADRA. ([sadra.ir](https://sadra.ir/important-activities/))
3. OFAC Sanctions List Search - Iran Marine Industrial Company, SADRA
   - OFAC's entity record identifies Iran Marine Industrial Company, SADRA and the alias SADRA on the SDN List and expressly states secondary-sanctions exposure. Transaction-specific permissibility requires separate legal assessment. ([sanctionssearch.ofac.treas.gov](https://sanctionssearch.ofac.treas.gov/Details.aspx?id=xx.xx))

26.115.Awaritse Nigeria Limited

Awaritse Nigeria Limited offers vessel chartering alongside manpower, marine security, and supply-base services in Nigeria. ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■ ■■ ■■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■ ■■■■■ ■■■■■■ This supports assessment as a locally supported capacity-hire provider, not an inference of newbuild AHTS manufacturing.

In an October xx.xx 2024 announcement, ANL reported that Prince Johannsson IV led a rig tow for Chevron Nigeria with Mustang and Duke chartered as supporting AHTS vessels. The example shows a package assembled partly through third-party capacity; chartered support must be distinguished from retained assets. ■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■ ■■■■■ ■ ■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■

Sources & Evidence

1. Fleet List | Maritime Services in Oil and Gas
   - ANL's catalog labels Prince Johannsson I and Prince Johannsson II as AHTS, lists chartering and supporting services, and describes a shipyard support facility near Koko. It does not resolve the retained roster represented by separate project announcements. ([awaritsenigltd.com](https://www.awaritsenigltd.com/fleetlist))
   - Company verification: The official fleet catalog identifies Awaritse Nigeria Limited and lists Prince Johannsson vessels as anchor handling tug supply vessels.
   - Company verification: The fleet catalog and its summary contain inconsistent AHTS counts; a reconciled current roster is not established.

2. Prince Johannsson IV Completes Successful Rig Tow for Chevron Nigeria

   · The company announcement dated October xx.xx 2024 identifies Prince Johannsson IV as AHTS and reports a completed Chevron Nigeria rig tow with Mustang and Duke chartered as supporting AHTS vessels. This is a company-reported project outcome. ([awaritsenigltd.com](https://www.awaritsenigltd.com/news/6710e05f21028ba69c74d016))

   · Company verification: An October xx.xx 2024 company announcement identifies Prince Johannsson IV as an AHTS used for a Chevron Nigeria rig-tow assignment.

   · Company verification: The announcement distinguishes two accompanying AHTS vessels chartered by Awaritse from its principal vessel.

26.116.Starzs Investments Company Limited

[redacted] By contrast, its fleet identifies Osanyamo as a terminal tug, whose specification emphasizes escorting, towing and firefighting. These vessels should not be treated as interchangeable simply because they share a supplier.

Starzs lists a Port Harcourt headquarters, an Onne field base and a Lagos office, providing an identifiable Nigerian commercial and support footprint. A charterer seeking combined towing and supply functions can assess Osarugue through the disclosed owner-manager route, subject to updated ownership, class, equipment and employment documents. [redacted]

Sources & Evidence

1. Our Fleet - Starzs Investments Company Limited

   · The fleet page distinguishes Osarugue as an anchor-handling/towing support vessel and Osanyamo as a terminal tug, and lists Port Harcourt, Onne and Lagos offices or bases. This supports vessel-specific comparison and the stated Nigerian footprint. ([starzs-group.com](https://www.starzs-group.com/our-fleet/))

2. MV OSARUGUE - Anchor Handling Tug Azimuth Vessel Short Specification

   · The Osarugue specification names Starzs as vessel owner and ISM-responsible company, describes anchor-handling/towing/support functions, and lists DPS-xx.xx deck cargo and cargo-transfer equipment. Updated deliverability remains a buyer verification requirement. ([starzs-group.com](https://starzs-group.com/wp-content/uploads/2024/xx.xx/MV-OSARUGUE-copy-xx.xx.pdf))

3. Damen ASD Tug 5114 - OSANYAMO Specification

   · The Osanyamo specification describes a Damen ASD terminal-tug configuration with push-pull, escorting, towing and firefighting functions. It supports distinguishing that offering from Osarugue's documented support package. ([starzs-group.com](https://starzs-group.com/wp-content/uploads/2024/xx.xx/MV-OSANYAMO-SPEC-Copy-copy-xx.xx.pdf))

4. Corporate Profile - Starzs Investments Company Limited

   · Company verification: The corporate profile identifies Starzs Investments Company Limited.

   · Company verification: The profile lists Osanyamo and Osarugue as terminal tugs with AHTS labels, leaving vessel-class qualification requiring follow-up.

26.117.Tenax Marine Limited

Tenax Marine Limited combines an AHTS offering with Nigerian offshore logistics services. It presents Intrepid as a DP2 anchor handling tug supply vessel and reports completed Chevron-field work involving that vessel. ■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■■■■ ■■■■■■■■■

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Sources & Evidence

1. TENAX Marine - Marine Logistics Services
   - Tenax presents Intrepid as a DP2 AHTS, describes cargo, personnel and marine-spread services in Nigeria, and reports completed Intrepid work on Chevron fields. The profile treats execution experience as company-reported rather than independent performance proof. ([tenaxholdings.com](https://tenaxholdings.com/marine/))
   - Company verification: Tenax Marine's official business page offers AHTS services and identifies Intrepid as an anchor handling tug supply vessel.
   - Company verification: The page identifies Tenax Marine Limited and describes Nigerian AHTS project activity separately from PSV and fast-supplier activity.
2. Our Fleet - TENAX Marine
   - Tenax explicitly states that some displayed vessels are not owned and represent deployment through a partner network. Its fleet includes AHTS, PSV and intervention-vessel offerings, supporting verification of asset control and delivery responsibilities rather than assuming wholly owned capacity. ([tenaxholdings.com](https://tenaxholdings.com/marine/our-fleet/))

26.118. Aedes Energia Ltd.

Aedes Energia advertises DP1 and DP2 AHTS configurations alongside multicat and PSV offerings. ■■ ■■■■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■ ■■■■■■■■■

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Sources & Evidence

1. VESSEL FLEET - Aedes
   - Aedes advertises DP1 and DP2 AHTS configurations, multicat and PSV offerings, and contacts in Nigeria, the United Kingdom and Canada. Delivery authority remains unestablished. ([aedes-energia.com](https://aedes-energia.com/vessel-fleet/))
   - Company verification: Aedes Energia's official fleet page states that its fleet includes anchor handling tug supply vessels.
   - Company verification: The page identifies Aedes Energia LTD. and provides a Nigerian business address.

26.119.Petromar Quantum Services

Petromar Quantum Services advertises an AHTS for charter within its Nigerian and West African marine-services offering. ■■■ ■■■■■ ■■■■■ ■■■■■■■■■ ■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■■■■■■ ■■■■ ■■ ■■■ ■■■■■■■■■■■

The immediate buyer decision is asset and counterparty verification. Before advancing toward award, request the contracting entity's registration, named hull, class documents, owner authorization and dated employment status. ■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■ ■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■ ■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■ ■■■■■ ■■■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■

Sources & Evidence

1. Our Fleet - Petromar Quantum Services
   - Petromar advertises an unnamed DP2 AHTS charter entry with cargo-deck capability and other vessel offerings for Nigeria and West Africa; no IMO identifier is supplied. ([petromarquantumservices.com](https://petromarquantumservices.com/fleet))
   - Company verification: Petromar Quantum Services markets an AHTS vessel for charter on its official fleet page.
   - Company verification: The company describes itself as a Nigerian and West African marine-services business; the advertised AHTS lacks a disclosed vessel name or IMO identifier.

26.120. West African Ventures Limited

West African Ventures Limited combines an AHTS offering with Nigerian engineering, fabrication and marine-support facilities. Its Jascon xx.xx/xx.xx brochure describes anchor-handling and towing equipment, supply functions and DPS-xx.xx. ■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■■ ■■■■ ■■■■■ ■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■ ■■ ■■■■■■■ ■■ ■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■ ■■ ■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■ ■■■ ■ ■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■ ■■■■■ ■■ ■■■■■■ ■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■

Vessel identification requires particular care. WAV's fleet page labels Jascon xx.xx/xx.xx as AHTS vessels with DPS-xx.xx while the linked specification describes fast-transfer vessels classified as HSC crewboats. ■■■■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■ ■■ ■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■

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WAV directs charter enquiries through its official chartering department and warns against unauthorized vessel-sale representations. ■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■■ A coordinated package may reduce supplier interfaces; a stand-alone charter remains an alternative for a buyer retaining its own engineering and logistics coordination.

Sources & Evidence

1. Jascon 39/40 - Our AHTS / LH Fleet, Revision 8, July 2020
   - WAV's Jascon xx.xx/xx.xx brochure describes AHTS vessels with anchor-handling, towing and supply functions and DPS-xx.xx. Its revision date is July 2020, and its information is expressly guidance subject to change, not a current availability commitment. ([waventures.com.ng](https://waventures.com.ng/wp-content/uploads/2025/xx.xx/WAV-J39-xx.xx-Rev8.pdf))
   - Company verification: West African Ventures' vessel brochure identifies Jascon xx.xx/xx.xx as AHTS vessels.
   - Company verification: The brochure is revision-dated July 2020; its later hosting path does not independently establish current fleet retention.
2. Our Facilities - West African Ventures
   - WAV describes engineering support in Lagos, a fabrication and supply base in Onne, and vessel repair and maintenance support in Warri. Their potential value in a coordinated vessel-support package is an analytical implication, not proof of delivery performance. ([waventures.com.ng](https://waventures.com.ng/our-facilities/))
3. Crew / Pilot / Multipurpose / Inland - West African Ventures
   - WAV's fleet page labels Jascon xx.xx/xx.xx as AHTS vessels with DPS-xx.xx and links a vessel specification. It directs charter enquiries through the official chartering department and warns against unauthorized vessel-sale dealings. ([waventures.com.ng](https://waventures.com.ng/crew-pilot-multipurpose-inland/))
   - Company verification: West African Ventures' official fleet page identifies Jascon xx.xx/xx.xx as AHTS vessels.
   - Company verification: The page identifies West African Ventures Limited and directs commercial vessel enquiries to its chartering department in Lagos.
4. Jascon 62/63 - Our Marine Support Fleet: Fast Transfer Vessels
   - The linked Jascon xx.xx/xx.xx specification visibly describes Fast Transfer Vessels and an HSC Crewboat classification, conflicting with the fleet page's AHTS/DPS-xx.xx description. Hull-specific classification therefore remains unresolved. ([waventures.com.ng](https://waventures.com.ng/wp-content/uploads/2025/xx.xx/WAV-J62-xx.xx-Rev3.pdf))

26.121.C&I Leasing Plc

C&I Leasing Plc offers marine services through its C&I Marine division, including terminal berthing and escort, mooring support, line handling and offshore logistics. ■■■ ■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■■ ■■■ ■■ ■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ This distinction matters commercially: a buyer should establish which group entity owns the proposed hull, which entity contracts the service and which party carries operating responsibility, rather than treat the group name as a complete responsibility schedule.

■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■ ■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■

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Sources & Evidence

1. C&I Leasing Plc - 2025 Annual Report and Financial Statements
   - The 2025 annual report identifies C&I Marine as a division providing terminal services and EPIC International FZE as a vessel-owning and chartering affiliate serving primarily the parent. This supports distinguishing ownership and service-contract responsibilities. ([c-ileasing.com](https://c-ileasing.com/wp-content/uploads/2026/xx.xx/C%26I%20Leasing%20Annual%20Booklet%xx.xx.pdf))
2. C&I Marine - C&I Leasing Plc
   - C&I Marine describes terminal, mooring, supply, crew-transfer and offshore-logistics services. The page does not identify a retained named AHTS or establish its employment availability, supporting the profile's narrower verification conclusion. ([c-ileasing.com](https://www.c-ileasing.com/services/c-i-marine/))
3. C&I Leasing Plc - FY 2017 and Q1 2018 Investor and Analyst Presentation
   - The investor presentation reports an AHTS escort-vessel acquisition in February 2017. This establishes historical company-reported participation, not current retention, vessel qualification or capacity available for a new commitment. ([c-ileasing.com](https://www.c-ileasing.com/wp-content/uploads/2018/xx.xx/CI-Leasing-Plc-FY-2017-and-Q1-2018-Investors-and-Analysts-Presentation.pdf))
   - Company verification: Company investor material identifies C&I Leasing Plc and reports an AHTS escort-vessel acquisition in February 2017.
   - Company verification: This establishes historical company-reported participation, not current retained AHTS capacity.
4. C & I Marine - C & I Leasing Plc
   - Company verification: The retrieved business page identifies C&I Marine as a division of C&I Leasing Plc.
   - Company verification: Its marine-logistics description emphasizes fast supply/intervention and crew vessels and does not resolve retention of the historically acquired AHTS.

26.122. Ariosh

Ariosh's relevant differentiation is the combination of a named AHTS specification with engineering and installation services in Nigeria and West Africa. Its Oshe Rewo specification describes DP2, cargo-deck and supply functions, towing and anchor-handling classifications, and firefighting capability. ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■ ■■■ ■■■■■ ■■■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■ ■■ ■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■■■

Ariosh also markets integrated installation services encompassing mooring, anchor handling, survey and subsea work. A project buyer needing coordination beyond the vessel can request an AHTS-linked service package, with equipment, personnel and acceptance responsibilities defined explicitly. ■■■ ■■■■■■■■■ ■■■■■■■ ■■ ■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■

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Sources & Evidence

1. Oshe Rewo - Anchor Handling Tug Supply Vessel Specification
   · Ariosh's Oshe Rewo specification describes an AHTS with DP2, cargo and supply functions, towing and anchor-handling class descriptions, firefighting capability, Singapore registration and a HYBRID notation. These are published particulars, not independent verification of current status or availability. ([ariosh.com](https://www.ariosh.com/wp-content/uploads/2025/xx.xx/Oshe-Rewo-Vessel-Specification.pdf))
   · Company verification: A company-hosted vessel specification presents Oshe Rewo as an anchor handling tug supply vessel under Ariosh branding.
2. Installation - Ariosh
   · Ariosh markets integrated installation services encompassing engineering, marine operations, mooring, anchor handling, survey and subsea work. The proposed reduction in buyer interfaces is conditional on an agreed AHTS-linked responsibility package. ([ariosh.com](https://www.ariosh.com/Installation/))
3. Services - Ariosh
   · Ariosh describes engineering and construction services for onshore, offshore and subsea oil-and-gas work in Nigeria and West Africa. This establishes the stated service geography without implying unrestricted vessel deployment. ([ariosh.com](https://www.ariosh.com/services/))
4. Fleet - Ariosh
   · Company verification: Ariosh's official fleet page presents Oshe Rewo within its commercial vessel portfolio.

26.123. Caverton

Caverton's relevant marine entity is Caverton Marine Limited, a Nigerian subsidiary of Caverton Offshore Support Group Plc. ■■■ ■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■ ■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ This identifies a marine counterparty for procurement inquiries without treating aviation assets as vessel capability.

The filing also describes Unity Shipping Worldwide with NNPC and Stena Bulk using tanker capability. That arrangement does not establish an AHTS offering. ■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■ ■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■

Sources & Evidence

1. Caverton Offshore Support Group Plc - Annual Report, Consolidated and Separate Financial Statements for the Year Ended December 31, 2025
   · The filing identifies Caverton Marine Limited as a Nigerian subsidiary with harbor and general marine activities, separately from aviation, and describes the Unity Shipping Worldwide tanker-related partnership.

26.124. African Marine Solutions

African Marine Solutions combines disclosed AHTS assets with a Southern African coastal-response organization. ■■■ ■■■■■■■ ■■■ ■■■■ ■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■■■ ■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■ ■■ ■■■■■■■■■■

[illegible] These disclosures support assessment of AMSOL for regional towage, standby and offshore support, rather than an assumption of unrestricted charter availability.

[illegible] Where coastal-response duties and project work overlap, the contract should settle dispatch priority and substitution arrangements. AMSOL's disclosed project-support activity shows that its operations extend beyond emergency response, but neither fleet additions nor response coverage establish availability for a new commitment.

Sources & Evidence

1. EXPANDED OFFSHORE FLEET ENSURES COASTWISE COVERAGE - AMSOL
   - AMSOL's October xx.xx 2025 account reports the addition of AHTS Inkanyezi, coastal operations involving Umkhuseli and Nomasa, shore-based specialist support, and emergency-response arrangements.
2. News - AMSOL
   - The April xx.xx 2026 Umkhuseli entry identifies AMSOL's operation of the emergency towing vessel with South Africa's Department of Transport and Maritime Safety Authority.
3. FUTURE FIT FOR THE OFFSHORE OIL & GAS SECTOR - AMSOL
   - Company verification: AMSOL's May xx.xx 2023 account identifies an AHTSV Umkhuseli charter supporting Azinam's South African offshore project.
   - Company verification: The account establishes historical direct AHTS service delivery, not an October 2026 retained-fleet conclusion.
4. Sustainability - AMSOL
   - Company verification: AMSOL's sustainability page establishes a South African-owned marine-services business and records its acquisition of SMIT Amandla Marine's business in 2016.
   - Company verification: The page provides current corporate context but does not establish a currently retained qualifying AHTS roster.

26.125. Pan Marine Group

Pan Marine Group offers an Egyptian AHTS sourcing and coordination route through Pan Marine Petroleum Services. [illegible] The defensible capability is access to charter sourcing, not an established owned AHTS roster.

Pan Marine also offers supply-base services covering quayside management, materials handling, warehousing and freight coordination. [illegible] Direct owner contracting remains an alternative for buyers able to retain local

logistics coordination; the integrated route trades additional coordination support against reduced control over counterparty selection and subcontracted delivery.

Sources & Evidence

1. Offshore Support Vessels Chartering | Pan Marine Petroleum services
   - Pan Marine explicitly offers AHTS chartering using owned or partner-sourced vessels, supported by specification assessment, owner relationships, contract negotiation and operational support.
   - Company verification: Pan Marine's petroleum-services business explicitly offers AHTS chartering in Egypt.
   - Company verification: The offering encompasses its own fleet and partner-sourced vessels; a named independently owned AHTS is not established.
2. Our Fleet | Pan Marine Group
   - The owned-fleet presentation categorizes Pan Tala and Pan Tamara as platform support vessels, not named AHTS assets.
3. Integrated Supply Base Management | Pan Marine Petroleum Services
   - Pan Marine Petroleum Services offers quayside management, materials handling, warehousing, inventory management and freight coordination within its supply-base services.

26.126. Ships and Boats Oil Services

Ships and Boats Oil Services presents a named AHTS offering rather than only a vessel-category sourcing claim. Its catalog places Sea Trident and Sea Shark under a diesel-electric AHTS-DP II heading and separately lists AHTS vessels including Sea Pearl, Sea Thunder and Sea Bird. ■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■ ■■■■■■■ ■■ ■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■ ■■■ ■■■■■ ■■■■■■ ■■ ■■■ ■■■■ ■■ ■■■■ ■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■ ■ ■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■ ■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■

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Sources & Evidence

1. Fleet - Ships and Boats Oil Services
   - The catalog places Sea Trident and Sea Shark under diesel-electric AHTS-DP II and lists Sea Pearl, Sea Thunder and Sea Bird as AHTS; Sea Bird's published notation includes DP1.
   - Company verification: Ships and Boats Oil Services' fleet catalog lists named AHTS vessels, including Sea Trident, Sea Shark, Sea Pearl, and Sea Thunder.
   - Company verification: The catalog identifies the company's offshore marine-services offering in Egypt.

2. Ships and Boats Oil Services - Vessel Owner
   - The company states that it owns and operates its own fleet and other parties' fleets, supporting separation of catalog membership from vessel-specific ownership and operating authority.
   - Company verification: The company states that it owns and operates its own and other parties' fleets.
   - Company verification: It describes AHTS-supported towing activity in the Gulf of Suez and Mediterranean and markets named AHTS additions.
3. Services - Ships and Boats Oil Services
   - The service description reports jack-up rig moves and barge towing in the Gulf of Suez and Mediterranean using AHTS vessels.

26.127. Max Marine Group

Max Marine Group identifies Captain Samy, Haj Ibrahim and Captain Hany as owned AHTS vessels. ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■ ■■ ■ ■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■■■■■ ■■ ■■■ ■■■■ ■■■■■■■■■ The company distinguishes owned capacity from craft arranged through other owners.

For Egyptian towing and anchor handling inquiries, buyers should specify whether they require an owned hull or arranged capacity and obtain its certificates, permits and availability. ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■■■■ A positioning-dependent assignment requires confirmation for the proposed AHTS, not reliance on the group's supply-vessel description.

Sources & Evidence

1. Tugboat & Towing Services in Egypt | Max Marine Group
   - Max Marine identifies Captain Samy, Haj Ibrahim and Captain Hany as owned AHTS, ERA DP1 as supply, and separately arranged third-party craft.
   - Company verification: Max Marine Group's Egyptian towing-services page distinguishes owned vessels from arranged third-party craft.
   - Company verification: Its owned-vessel presentation labels Captain Samy, Haj Ibrahim, and Captain Hany as AHTS vessels.

26.128. Ocean Marine Egypt (S.A.E)

■■■■■ ■■■■■■ ■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■■ ■■■■■ ■■■ ■■■ ■■■■■■■ ■■■■■■ Its AHTS page describes anchor handling, towing and offshore supply, while a separate DP II page lists SIWA, TABA and SINAI. These descriptions establish the company's advertised service categories but do not connect each named positioning vessel to a documented AHTS configuration.

The procurement issue is therefore the missing connection between portfolio claims and the proposed mission package. A buyer should request a dated vessel dossier identifying the qualifying hull, anchor handling equipment, positioning notation, owner and operating manager. ■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■■ ■■ ■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■ ■ ■■■■■■■■■■■■■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■

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Sources & Evidence

1. Ocean Marine Egypt - Services
   · Ocean Marine describes towing, anchor handling, rig positioning, personnel transport, standby and salvage services for Egypt and the Middle East; these are portfolio-level claims.
2. Ocean Marine Egypt | DP (II) Vessels
   · The DP II page lists SIWA, TABA and SINAI but does not document their vessel-specific anchor handling configurations.
3. Ocean Marine Egypt | AHTS Vessels
   · The AHTS page describes anchor handling, towing and offshore supply without identifying a named retained AHTS or its contracting responsibilities.
4. Ocean Marine Egypt
   · Company verification: The official business page identifies Ocean Marine Egypt (S.A.E) as an Egyptian joint-stock marine-services company.
   · Company verification: It lists AHTS vessels as a service category, but the inspected legacy material does not establish a current retained AHTS roster.

26.129. PetroMarine Offshore Projects Support Co.

PetroMarine Offshore Projects Support Co. describes itself as an Egyptian owner and operator of offshore support vessels, including AHTS, with chartering, towing, supply and marine technical services. Its company material describes operations across the Mediterranean, Red Sea and Arabian Gulf. ■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■ ■■■■■■■■■■ ■■■■■■■■■■■■

The company's technical-superintendent recruitment material specifically addresses AHTS DP1 and DP2 vessels operating in Egyptian ports and offshore fields, with responsibility for maintenance and statutory compliance. ■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■ ■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■■■■ ■ ■■■■■ ■■■■■■■ ■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■ Bareboat access remains a different proposition because the charterer would retain operating functions rather than purchase the advertised management package.

Sources & Evidence

1. PetroMarine Offshore Projects Support Co. - Company Profile
   · The company's public profile states ownership and operation of AHTS and other offshore vessels, chartering and technical services, and operating areas including the Mediterranean, Red Sea and Arabian Gulf.
2. Marine Technical Superintendent - PetroMarine Offshore Projects Support Co.
   · The employer's technical-superintendent posting addresses maintenance and statutory compliance for AHTS DP1 and DP2 vessels operating in Egypt. Recruitment describes intended responsibilities, not completed staffing.

26.130. Atlantic Logistic Services, Lda

Atlantic Logistic Services, Lda offers an Angola-based route to AHTS sourcing and associated logistics rather than a demonstrated owned-fleet proposition. Its offshore-vessel offering is assembled through partnerships with owners and brokers. ■■ ■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■ ■■■■■ ■■■■■■■ ■■■■ ■■■■■■ ■■■■■■■ ■■ ■ ■■■■■■■■■ ■■■■■

Charterers needing both vessel sourcing and local coordination can assess Atlantic against a documented owner mandate and a defined support package. Before award, the proposal should identify the vessel, principal contracting party, actual manager, crewing scope and delivery responsibility. ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■ ■■ ■■■■■ ■■■■■■ ■■■■ ■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■ ■■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■ ■■ ■■ ■■■■■■■■■■

Sources & Evidence

1. Offshore vessel supply | Atlantic LS
   - Atlantic offers AHTS vessels through partnerships with owners and brokers; the page does not identify named deliverable hulls or an offer-specific operating mandate. ([atlanticls.com](https://www.atlanticls.com/en/offshore-vessel-supply))
   - Company verification: Atlantic Logistic Services, Lda's offshore-vessel page identifies an Angolan business offering AHTS vessels.
   - Company verification: The company states that vessels are offered through partnerships with owners and brokers; direct operating or vessel-owning responsibility is not established.
2. Workforce and Facilities Management | Atlantic LS
   - Atlantic markets offshore and onshore workforce and facilities-management services delivered with local and international partners. ([atlanticls.com](https://www.atlanticls.com/en/workforce-and-facilities-management/))
3. About Us | Atlantic LS
   - Atlantic identifies its Angolan business, reliance on third-party agreements, and focus on Angolan personnel and local procurement. ([atlanticls.com](https://www.atlanticls.com/en/about-us/))

26.131. InterOil Group

InterOil Group combines AHTS chartering and ship management with shore-side logistics, personnel coordination, clearance and procurement services. Its company-reported Angola portfolio identifies MEO Sovereign xx.xx for TotalEnergies as an engagement beginning in March 2020 and labeled ongoing. ■■■■ ■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■ ■■■■■■■ ■■■■■■ ■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■

For offshore contractors seeking a coordinated marine-and-shore package, the relevant differentiation is the combination of vessel access and associated logistical functions. Procurement should establish which group entity signs, who controls the nominated vessel and which shore obligations are included. ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■ ■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■

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Sources & Evidence

1. Business lines - InterOil Group
   · InterOil lists vessel chartering, ship management and AHTS services alongside logistics-base management, personnel coordination, clearance, procurement and husbandry. ([interoilint.com](https://www.interoilint.com/business-lines))
2. Portfolio - InterOil Group
   · InterOil's Angola portfolio lists MEO Sovereign xx.xx as an AHTS engagement for TotalEnergies starting in March 2020 and labeled ongoing, without a dated status confirmation. ([interoilint.com](https://www.interoilint.com/portfolio/))
3. Marine Services - InterOil Group
   · Company verification: InterOil Group markets marine ownership, management, and chartering services encompassing AHTS vessels.
   · Company verification: Its Angola assignment table identifies AHTS engagements and labels the MEO Sovereign xx.xx assignment beginning in March 2020 as ongoing, without a clear page-update date.

26.132. GH Offshore Ltd

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Charterers can assess locally operated capacity, not assume hull ownership. ■■■■■ ■■■■■■ ■■■■■■■ ■ ■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■■■■ The arrangement combines local execution with external tonnage but adds a delivery interface; specific vessel availability and underlying contract terms require confirmation.

Sources & Evidence

1. Marine Services | Genesis Oil & Gas Services
   · Genesis reports GH Offshore's Ghana AHTS offering, exclusive Tidewater operating relationship, predominantly Tidewater-owned capacity, own safety management system and Tidewater technical support. ([genesis.com.gh](https://genesis.com.gh/services/marine-services))
   · Company verification: Genesis's marine-services page identifies GH Offshore Ltd and lists AHTS capabilities.
   · Company verification: It describes GH Offshore as the exclusive operator of Tidewater vessels in Ghana and states that its active fleet primarily comprises Tidewater-owned vessels.

26.133. Breakwater Group

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management and chartering from a Lüderitz business presence. Its Sakawe Surveyor listing concerns an OSV, whose functions should not automatically be attributed to Atlantic Ranger.

[illegible] Management services can add local coordination, but vessel title, current employment and included specialist equipment and personnel require confirmation. A dedicated specialist vessel remains the alternative when the required intervention package cannot be demonstrated on the nominated AHTS.

Sources & Evidence

1. Fleet - Breakwater Group
   - Breakwater describes Atlantic Ranger as a DP2 multipurpose AHTS for mining, jack-up and installation support, including anchor handling, ROV work and subsea intervention; Sakawe Surveyor is separately identified as an OSV. ([breakwatergroup.com.na](https://breakwatergroup.com.na/fleet))
   - Company verification: Breakwater Group's fleet page identifies Atlantic Ranger as a DP2 multipurpose AHTS.
   - Company verification: The commercial offering identifies offshore mining, jack-up rig, installation-support, and subsea-support roles and a Namibian business contact.
   - Company verification: Breakwater Group's official Namibian fleet page identifies Atlantic Ranger as a multi-purpose AHTS vessel.
   - Company verification: The page markets offshore support capabilities and identifies the company's Lüderitz contact location.
2. Vessel Management & Chartering - Breakwater Group
   - Breakwater markets vessel-operational oversight and tailored chartering services and identifies a Lüderitz business location. ([breakwatergroup.com.na](https://breakwatergroup.com.na/services/vessel-management-chartering))

26.134. Sogakai Sarl

Sogakai Sarl presents a Gabonese, Port-Gentil-based operating proposition for AHTS and other offshore support vessels. It reports vessel-operating permissions and offers onboard catering alongside marine operations. [illegible]

An international owner could assess Sogakai for a defined Gabon operating mandate after validating licenses, management authority, personnel qualifications and client acceptance. Delegation can complement externally supplied tonnage but requires oversight of the transferred delivery functions. [illegible]

Sources & Evidence

1. Sogakai - A propos de Nous
   · Sogakai identifies a Gabonese Port-Gentil business specializing in AHTS and other offshore vessels, reports operating permissions, and describes vessel replacement as an ambition rather than a completed acquisition. ([sogakai.com](https://sogakai.com/sider/6_aPropos.html))
   · Company verification: Sogakai Sarl's French-language company page identifies a Gabonese marine-services business in Port-Gentil.
   · Company verification: The company markets AHTS operating services and discusses prospective fleet replacement; no named currently operating AHTS is established.
2. Sogakai - Cantine / Restauration
   · Sogakai markets onboard catering and reports catering personnel with PSV and AHTS experience, supporting a complementary onboard-services proposition rather than proof of hull ownership. ([sogakai.com](https://sogakai.com/sider/5_Restauration.html))

26.135. Maast Maritime Kenya Ltd.

[redacted] Its vessel particulars identify Bateleur as an AHTS and name Comarco Mauritius Ltd as owner, while broader fleet descriptions attribute ownership to Maast. Buyers should distinguish fleet branding from vessel-level title and verify the corporate relationship and contracting authority between the named entities.

[redacted] Integration could reduce separately managed shore interfaces, but the terminal and broader marine portfolio do not establish Bateleur's suitability for a particular assignment. Its published particulars mark bulk capacity as nil; buyers requiring that function need a separately documented carriage solution rather than an inference from the AHTS label.

Before charter award, obtain current vessel-control, class and availability documentation and allocate responsibilities between the Kenyan contracting party and the named vessel owner. [redacted]

Sources & Evidence

1. Marine Logistics - Maast Maritime - East Africa
   · Maast describes an owned AHTS and mixed marine fleet, time- and voyage-charter services, and cargo logistics for offshore and remote locations. ([maast.co](https://www.maast.co/vessels/))
   · Company verification: Maast Maritime Kenya Ltd.'s marine-logistics page states that its owned fleet includes AHTS vessels.
   · Company verification: The company offers time- and voyage-charter services and identifies a Mombasa marine terminal.
2. AHTS Bateleur - Maast Maritime
   · Maast identifies Bateleur as an AHTS, names Comarco Mauritius Ltd as owner and marks its bulk-capacity field as nil. These particulars do not settle current contracting authority or availability. ([maast.co](https://www.maast.co/vessels/powered-vessels/bateleur/))

3. Private Port Terminal Mombasa, Kenya - Maast Maritime - East Africa
   · Maast's Mombasa terminal offering includes dedicated berthing, warehousing, open storage, cargo handling and maintenance services for owned and third-party vessels. ([maast.co](https://www.maast.co/private-port/))

26.136. Kim Heng Limited

Kim Heng offers named AHTS capacity alongside complementary towing and marine support assets. Its vessel directory identifies Bridgewater xx.xx Bridgewater xx.xx and Bridgewater xx.xx as DP2 AHTS vessels with firefighting capability. ■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■ ■■ ■■■■■■■■■■ ■■■■ ■■■■■ ■■■■■ ■■■■■■■■ ■■ ■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■

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On August xx.xx 2026, Kim Heng announced a binding letter of intent for a proposed Bridgewater Offshore divestment and transfer of voting and economic interests. Buyers considering a commitment spanning an ownership transition should verify completion, the vessel-owning entity, charter authority and continuity of support obligations. ■ ■■■■■■■■■■■ ■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■ ■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■

Sources & Evidence

1. Vessels | Kim Heng Limited
   · The directory identifies Bridgewater xx.xx Bridgewater xx.xx and Bridgewater xx.xx as AHTS vessels with DP2 and firefighting capability, and separately presents other marine asset categories. ([kimheng.com.sg](https://www.kimheng.com.sg/vessels/))
   · Company verification: Kim Heng's commercial fleet page identifies the business as an owner and operator of marine/offshore support vessels.
   · Company verification: The page explicitly lists named AHTS vessels, including Bridgewater xx.xx Bridgewater xx.xx Bridgewater xx.xx Bridgewater xx.xx and Mazu xx.xx.
2. Kim Heng Ltd. Annual Report 2025: Remaining Strong
   · The 2025 subsidiary schedule identifies Bridgewater Offshore Pte. Ltd. as wholly owned and states that specified Malaysian Ruhm entities are controlled through contractual rights despite minority equity interests.
   · The schedule identifies group entities undertaking vessel repair, docking, supply-chain and crew-management functions. These reported capabilities support assessment of coordinated service obligations, not assumed uniform fleet ownership. ([links.sgx.com](https://links.sgx.com/FileOpen/KHL%xx.xx-%20Annual%20Report%20FY2025.ashx?App=Announcement&FileID=xx.xx))

3. Entry Into a Binding Letter of Intent in Relation to the Proposed Bridgewater Offshore Divestment and Proposed Grant of Options
   - The August xx.xx 2026 announcement concerns entry into a binding letter of intent for a proposed Bridgewater Offshore divestment and transfer of voting and economic interests. It supports proposal status, not confirmation of completed control transfer. ([kimheng.listedcompany.com](https://kimheng.listedcompany.com/news.html/id/xx.xx))
4. Offshore Chartering, Towage & Transportation | Kim Heng Limited
   - Company verification: Kim Heng offers offshore chartering, towage, and transportation using AHTS and other vessel categories.
   - Company verification: The company identifies Bridgewater Offshore Pte. Ltd. as a company with Kim Heng and Philip Capital as shareholders, creating an attribution issue rather than a separately staged duplicate.

26.137. Marco Polo Marine

[redacted] Its offshore-vessel portfolio presents AHTS vessels under oil and gas separately from anchor handling tugs, platform supply vessels and accommodation workboats. This provides a basis for evaluating an AHTS-linked support package without treating the wider offshore fleet as interchangeable capacity.

The company also markets design and build, repairs and maintenance, and vessel conversion. [redacted] Bundling can reduce contractual interfaces only where yard scope, vessel delivery and remedies are coordinated; separate procurement preserves direct control over each obligation.

Renewable-energy capabilities should be attributed to the correct vessel category. [redacted] Group diversification supports a broader commercial relationship, not automatic technical equivalence or project acceptance.

Sources & Evidence

1. Offshore Vessels - Marco Polo Marine
   - Marco Polo Marine presents oil and gas AHTS separately from AHT, PSV and accommodation workboat categories. Wind CSOV and CTV offerings are separately classified, and the hybrid energy system is presented among CSOV features. ([marcopolomarine.com.sg](https://marcopolomarine.com.sg/marine-transportation/offshore-vessel/))
   - Company verification: Marco Polo Marine's commercial offshore-vessel offering separately identifies Anchor Handling Tug Supply vessels for oil and gas activity.
   - Company verification: The offering distinguishes AHTS from AHT, PSV, accommodation, and wind-service vessel categories.

2. Shipyard Services - Marco Polo Marine
   · The company markets design and build, repairs and maintenance, and vessel conversion. These offerings support assessment of a coordinated vessel-support package, but do not establish a particular AHTS project or available yard slot. ([marcopolomarine.com.sg](https://marcopolomarine.com.sg/shipyard-services/))
3. About Us - Marco Polo Marine
   · Marco Polo Marine describes itself as Singapore-listed and headquartered, Asia-focused, and active in shipyard, offshore energy and marine transportation services. ([marcopolomarine.com.sg](https://marcopolomarine.com.sg/about/))

26.138. Sealink International Berhad

[redacted] Buyers should therefore compare the named vessel rather than the directory heading. The hybrid designation warrants configuration clarification and should not itself be treated as proof of battery integration or alternative-fuel capability.

Sealink's shipyard at Kuala Baram and workshop in Miri provide a tangible maintenance complement. The company reports that nearby vessels can receive emergency repairs and use its internal slipway, reducing dependence on external yards within that locality. [redacted]

The 2025 operating review also describes selective vessel reactivation and use of third-party vessels. A buyer prioritizing start-date certainty should distinguish operating capacity from assets requiring activation and identify which entity controls any externally sourced vessel. [redacted]

Sources & Evidence

1. Anchor Handling Tug Supply - Sealink International Berhad
   · Sealink xx.xx and Sealink xx.xx are classified as MP/AHTS DP2 HYBRID. Other entries, including Jason Dua and Sealink Maju xx.xx are classified as AHT, supporting vessel-level rather than page-heading comparison. ([asiasealink.com](https://www.asiasealink.com/our-expertise/ship-ownership-and-chartering/our-fleet/vessel-directory/anchor-handling-tug-supply/))
   · Company verification: Sealink International Berhad markets an AHTS fleet offering for anchor handling, towing, and supply services.
   · Company verification: Sealink xx.xx and Sealink xx.xx are explicitly classified as hybrid MP/AHTS vessels; other entries on the same page are classified only as AHT.

2. Sealink International Berhad Annual Report 2025
   - Sealink reports vessel chartering, shipbuilding and repair operations, a Kuala Baram shipyard and Miri workshop, and internal emergency repair and slipway support for vessels within the vicinity.
   - The 2025 review describes selective vessel reactivation and use of third-party vessels. The readiness and counterparty checks are analytical implications of those disclosed operating arrangements. ([asiasealink.com](https://www.asiasealink.com/wp-content/uploads/2026/xx.xx/Annual%20Report%202025a.pdf))

26.139. Lianson Fleet Group Berhad

[illegible] Its commercial materials emphasize in-field supply capability and distinguish AHTS vessels from accommodation workboats and platform supply vessels. Buyers seeking combined offshore logistics should allocate each task to the appropriate vessel rather than infer that the broader group offering makes those assets substitutes.

[illegible] Its financial statements identify Regulus Offshore as the OSV segment's license holder and state that it subsequently entered charter contracts on behalf of the segment's vessels. This makes the operating and contracting entity particularly important to tender qualification and delivery accountability.

The fleet schedule dated March xx.xx 2026 identifies AHTS vessels including Icon Sophia, Omni Marissa and PTSC Lam Kinh, while the operating review records AHTS disposals during 2025. Older Icon-era schedules should consequently not determine a new vessel commitment. [illegible]

Sources & Evidence

1. Offshore Support Vessel, Marine Transportation and Well Services | Lianson Fleet Group
   - Lianson presents AHTS vessels for in-field supply support and distinguishes them from accommodation workboats and platform supply vessels. ([lianson.com](https://lianson.com/offshore-support-vessel-services/))
2. Lianson Fleet Group Berhad Annual Report 2025
   - The group reports completing the Regulus Offshore acquisition on January xx.xx 2025 and identifies Regulus as the OSV segment's license holder entering charter contracts for its vessels.
   - The March xx.xx 2026 schedule classifies Icon Sophia, Omni Marissa and PTSC Lam Kinh as AHTS. The operating review records AHTS disposals during 2025, supporting an updated schedule requirement. ([insage.com.my](https://www.insage.com.my/ir/cmn/downloading.aspx?sFileName=xx.xx&sReportType=AR))
3. Lianson Fleet Group Berhad - Minutes of the 13th Annual General Meeting Held on June 26, 2025
   - Company verification: The June xx.xx 2025 meeting record identifies Lianson Fleet Group Berhad as formerly Icon Offshore Berhad.
   - Company verification: The record directly establishes AHTS operation in Malaysia within the company's offshore-support business.

26.140. Jasa Merin (Malaysia) Sdn Bhd

Jasa Merin provides Malaysian offshore vessel services with conventional, DP1 and DP2 AHTS offerings. ■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■ ■■ ■■ ■■■■■ ■■■ ■■ ■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■ ■ ■■■■■■■ ■■■■■ ■■■■■■■■■■■■■■ The company identifies Marine & General Berhad and Terengganu state interests as its owners and cites service relationships with PETRONAS Carigali and ExxonMobil's Malaysian exploration and production business.

Its operating model extends beyond supplying its own capacity. ■■■ ■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■ ■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■ ■■■■■ ■■■■■■■■ ■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■ ■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ The agreement must still define employment authority, maintenance responsibility, customer acceptance and the owner's retained decisions; a management mandate is not interchangeable with brokerage.

■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ Owners considering management delegation should therefore test the proposed employment mix and interruption arrangements rather than assume that established customer relationships eliminate exposure. Delegation can supply management capability, while retaining an internal team preserves greater control over scheduling and deployment priorities.

Sources & Evidence

1. Jasa Merin (Malaysia) Sdn Bhd - About Us and Core Business
   - Jasa Merin identifies conventional, DP1 and DP2 AHTS offerings, ownership by Marine & General and Terengganu state interests, and service relationships with PETRONAS Carigali and ExxonMobil's Malaysian exploration and production business. ([jasamerin.com.my](https://www.jasamerin.com.my/jmm.php))
   - Company verification: The company identifies Jasa Merin (Malaysia) Sdn Bhd as a Malaysian private limited operating company.
   - Company verification: Its service offering explicitly includes conventional, DP1, and DP2 anchor handling tug supply categories.
   - Company verification: The page identifies Marine & General Berhad and Terengganu state interests as its owners.
2. Fleets - Jasa Merin
   - The fleet page identifies JM Cekal and JM Tabah with DP2 capability, supporting named-vessel configuration assessment. ([jasamerin.com.my](https://www.jasamerin.com.my/fleets.php))
3. Marine & General Berhad Annual Report 2026
   - The 2026 operating review states that Jasa Merin continued commercial and technical management of third-party-owned vessels.
   - It distinguishes continuing production-support contracts from drilling assignments suspended or deferred during the monsoon and describes maintenance during that downtime. These observations support conditional management-route assessment, not guaranteed employment continuity. ([marine-general.com.my](https://www.marine-general.com.my/pdf/MnG%20AR2026%20Final.pdf))

26.141. PT Wintermar Offshore Marine Tbk

Wintermar offers AHTS vessels for towing, anchor handling, rig and FPSO support, supply and standby work, with conventional, DP1 and DP2 options. ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ The named proposal must establish the required positioning and service package.

▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ This provides distinct relationships for a capacity buyer and an asset owner seeking management support. Before commitment, each should identify whether Wintermar is supplying controlled vessel capacity or undertaking an agreed management function, and which entity bears delivery obligations.

Configuration claims require similarly careful attribution. Wintermar's fleet page describes diesel-electric propulsion with battery storage for its multi-role support vessel category separately from the AHTS category. ▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪

Sources & Evidence

1. Fleet - Wintermar
   - Wintermar's AHTS category includes towing, anchor handling, rig and FPSO support, supply and standby roles, with conventional, DP1 and DP2 options.
   - Diesel-electric propulsion with battery storage is described for the separate multi-role support vessel category. This supports configuration-specific attribution rather than transferring that description to AHTS offerings. ([wintermar.com](https://www.wintermar.com/fleet))
   - Company verification: Wintermar's official English fleet page identifies PT Wintermar Offshore Marine Tbk and its Jakarta address.
2. Investor Relations - Wintermar
   - Wintermar identifies itself as an OSV owner and operator offering ship management services and gives its Jakarta address. This establishes disclosed service roles, not vessel-specific contracting authority or universal geographic eligibility. ([wintermar.com](https://www.wintermar.com/investor-relations?tab=annual))
3. Fleet - Wintermar, Indonesian-Language Page
   - Company verification: Wintermar's Indonesian-language fleet page explicitly identifies AHTS as part of its offshore-support vessel portfolio.

26.142. PT Logindo Samudramakmur Tbk

Logindo offers AHTS capacity for Indonesian offshore oil and gas support with materially different positioning configurations. Its named fleet identifies Logindo Energy, Logindo Enterprise, Logindo Stamina, Logindo Stout and Logindo Sturdy as DP2 vessels, while Logindo Stature is listed as DP1. ▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪

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[illegible] Logindo also records a strategic partnership established in 2011 with Alstonia Offshore, described as a Pacific Radiance subsidiary. That history should not be interpreted as present authority to commit another company's vessels or as proof of a shared available fleet.

A buyer considering coordinated vessel and maintenance support should request the named operator, repair scope and accountable contracting parties. [illegible] Changes in the proposed vessel or support entity should trigger renewed review of positioning capability, charter authority and delivery readiness.

Sources & Evidence

1. Our Fleet - PT Logindo Samudramakmur Tbk
   - Logindo's fleet page separately identifies DP2 AHTS vessels Logindo Energy, Enterprise, Stamina, Stout and Sturdy, and DP1 Logindo Stature. It describes AHTS support for offshore oil and gas activities. ([logindo.co.id](https://logindo.co.id/our-fleet/))
2. About Us - PT Logindo Samudramakmur Tbk
   - Logindo identifies Delta Mahakam Makmur as a repair subsidiary established in 2022 and records its 2011 partnership with Alstonia Offshore, described as a Pacific Radiance subsidiary.
   - Those disclosures support identifying a repair affiliate and a dated partnership, not assumed present access to another company's vessels or assured maintenance performance. ([logindo.co.id](https://logindo.co.id/about-us/))
3. PT Logindo Samudramakmur Tbk - Annual Report 2024: Stronger and Better
   - Company verification: The 2024 annual report identifies PT Logindo Samudramakmur Tbk as an Indonesian offshore-support vessel provider.
   - Company verification: Its owned-fleet schedule separately includes conventional AHTS and DP2 AHTS categories.

26.143. Hai Duong Petroleum and Marine Corporation

Hai Duong Petroleum and Marine Corporation, trading as HADUCO, markets AHTS vessels with differing positioning and firefighting configurations. [illegible] These particulars support a named-vessel shortlist, not a presumption that every advertised vessel has the same ownership, availability or mission acceptance.

[illegible] This establishes a dated cross-border contracting reference, but not completed performance or continuing employment under that agreement. A buyer considering an Indian assignment should obtain a new confirmation of the nominated vessel, contracting entity and deployment eligibility rather than treat the historical agreement as an enduring access entitlement.

The commercial choice is between evaluating a specific HADUCO offer and assuming access to the full advertised fleet. [illegible] A broader fleet proposal can offer alternatives only when those vessels are available and

accepted; a narrowly nominated charter provides clearer specification control but less substitution flexibility.

Sources & Evidence

1. AHTS - HADUCO
   · HADUCO's directory identifies Hai Duong xx.xx as DP1 and Hai Duong xx.xx and Hai Duong xx.xx as DP2, with firefighting designations and separate Sea Meadow-branded AHTS entries. The page identifies Hai Duong Petroleum and Marine Corporation. ([haduco.com.vn](https://haduco.com.vn/en/danh-muc/ahts-en/))
2. ONGC and HADUCO Sign Contract for Provision of AHTS Vessel Working in Indian Waters
   · HADUCO states that it signed an agreement with ONGC on January xx.xx 2023 for provision of an AHTS vessel offshore India. This is a contract-signing reference, not evidence of completed performance or continuing employment. ([haduco.com.vn](https://haduco.com.vn/en/project-news/ongc-and-haduco-sign-contract-for-provision-of-ahts-vessel-working-in-indian-waters/))
   · Company verification: The English company announcement identifies Vietnam's Hai Duong Petroleum and Marine Corporation as HADUCO.
   · Company verification: It documents a January 2023 agreement with ONGC for provision of an AHTS vessel working offshore India.
3. AHTS - HADUCO
   · Company verification: HADUCO's Vietnamese-language commercial fleet page lists named AHTS vessels, including Hai Duong xx.xx Hai Duong xx.xx and Sea Meadow vessels.

26.144. CH Offshore Ltd.

[redacted] Relevant services include anchor handling, towing, offshore construction support and cargo supply. The company describes operating coverage across Southeast Asia, Africa and Mexico, supporting evaluation for international offshore assignments without establishing availability in every location.

Physical control is a material qualification condition. CH Offshore's 2025 disclosures describe a vessel unavailable for charter pending enforcement of redelivery awards, with proceedings continuing into early 2026. [redacted]

Sources & Evidence

1. CH Offshore Ltd. Annual Report 2025 - Steering With Resilience

   · The 2025 fleet disclosure identifies Peridot and Coral as DP2 vessels and marks Coral as co-owned; the corporate notes identify Baker Technology as ultimate holding company and describe own-vessel and third-party management services. ([links.sgx.com](https://links.sgx.com/FileOpen/CHO%20Annual%20Report%20FY2025.ashx?App=Announcement&FileID=xx.xx))

   · The filing describes a vessel unavailable for charter while redelivery awards undergo enforcement and records continuing proceedings in early 2026. ([links.sgx.com](https://links.sgx.com/FileOpen/CHO%20Annual%20Report%20FY2025.ashx?App=Announcement&FileID=xx.xx))

2. Solutions & Area of Operations - CH Offshore Ltd.

   · CH Offshore offers AHTS-linked anchor handling, towing, construction support, cargo supply and field-support services. ([choffshore.com.sg](https://www.choffshore.com.sg/solutions-area-of-operations/))

3. Strategy & Strength - CH Offshore Ltd.

   · The company describes operational coverage including Southeast Asian countries, Africa and Mexico; this supports geographic experience, not assignment-specific availability. ([choffshore.com.sg](https://www.choffshore.com.sg/strategy-strength/))

4. A Dynamic Offshore Service Provider - CH Offshore Ltd.

   · Company verification: CH Offshore Ltd.'s substantive commercial presentation identifies the company as an owner-operator and ship manager offering AHTS vessels.

   · Company verification: The embedded owned-fleet age disclosure references December xx.xx 2021 and therefore requires a current refresh.

26.145. Eastern Navigation Pte Ltd

Eastern Navigation offers DP2 AHTS vessels alongside regional maintenance and mobilization support. Its named offerings include ENA Fortitude, ENA Samurai, ENA Commander and ENA Endeavour, with differing pulling capabilities and deck configurations. ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪

A regional marine contractor can evaluate a combined vessel, repair and agency package where modification or port interfaces are important to the start requirement. ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ Separate procurement preserves service-provider choice; bundling is less suitable when the proposed modification schedule or vessel configuration cannot meet the project requirement.

Sources & Evidence

1. Anchor Handling Towing Supply Vessels - Eastern Navigation
   · Eastern Navigation lists ENA Fortitude, ENA Samurai, ENA Commander and ENA Endeavour as DP2 AHTS vessels with differing pulling capabilities and deck particulars. ([easternnavigation.com](https://www.easternnavigation.com/our-fleet/anchor-handling-towing-supply-vessels/))
   · Company verification: The official fleet page identifies Eastern Navigation Pte Ltd and its Singapore address.
   · Company verification: Its AHTS offering lists named vessels including ENA Fortitude, ENA Samurai, ENA Commander, and ENA Endeavour.
2. Our Services - Eastern Navigation
   · Eastern Navigation offers rig-move and production-supply services, ship repair in Singapore and Batam, vessel modifications, and in-house port and crew-logistics agency services. The bundling benefit is a conditional coordination inference, not a measured performance result. ([easternnavigation.com](https://www.easternnavigation.com/our-services/))

26.146. Go Offshore Pty Ltd

Go Offshore's Australian proposition combines vessel access with operating support. Its fleet presentation identifies GO Provider, GO Canopus, GO Spica and GO Sirius as DP2 AHTS vessels. ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■ ■ ■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■■■■

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Sources & Evidence

1. Fleet - Go Offshore Pty Ltd | Marine & Logistics
   · Go Offshore lists GO Provider, GO Canopus, GO Spica and GO Sirius as DP2 AHTS vessels and also lists Britoil Dragon. The presentation does not by itself establish ownership or charter authority. ([gooffshore.com.au](https://gooffshore.com.au/fleet/))
   · Company verification: Go Offshore Pty Ltd's fleet offering explicitly identifies named AHTS vessels including GO Provider, GO Canopus, GO Spica, and GO Sirius.
   · Company verification: The offering also lists Britoil-branded AHTS tonnage, requiring ownership and management attribution before capacity aggregation.
2. Chartering - Go Offshore Pty Ltd | Marine & Logistics
   · Go Offshore describes a core fleet and additional vessel access through local and international shipowners and brokers, including AHT and AHTS offerings. ([gooffshore.com.au](https://gooffshore.com.au/chartering))

3. Crewing - Go Offshore Pty Ltd | Marine & Logistics
   · Go Offshore offers recruitment, qualification verification, competency assessment and crew management for AHTS and other offshore vessels, including partial or comprehensive crewing packages. ([gooffshore.com.au](https://gooffshore.com.au/crewing))
4. Local Content & Logistics Support - Go Offshore Pty Ltd | Marine & Logistics
   · Go Offshore's modular Australian support offering includes ship and technical management, dry-docking, vessel compliance, procurement, and import and export support. Its suitability as a delegated delivery route depends on the agreed mandate and vessel acceptance. ([gooffshore.com.au](https://gooffshore.com.au/local-content-logistics-support))

26.147. Bhagwan Marine

[illegible] On October xx.xx 2025, Bhagwan Marine Limited announced a two-year extension supporting the Stag and Wandoo platforms. This establishes continued customer commitment to the service arrangement, not an independently available vessel for another assignment.

The model is relevant to operators whose service requirements and schedules can be coordinated. [illegible] The announced extension does not specify an exact commencement or release date, so any new commitment requires confirmation of Athos's employment position or an accepted substitute.

Sources & Evidence

1. Joint Vessel Support Under Tripartite Agreement - Bhagwan Marine
   · Bhagwan documents a tripartite shared-vessel agreement with Jadestone and Vermilion using DP2 Athos for North West Shelf supply and offtake support, including wharf-side logistics and vessel scheduling. ([bhagwanmarine.com](https://www.bhagwanmarine.com/project/joint-vessel-support-under-tripartite-agreement/))
2. Bhagwan Marine secures contract extension with Jadestone Energy and Vermilion Energy
   · On October xx.xx 2025, Bhagwan Marine Limited announced a two-year extension for marine, cargo and offtake support to Jadestone and Vermilion using Athos at the Stag and Wandoo platforms. The announcement establishes the extension but not an exact release date for another assignment. ([bhagwanmarine.com](https://www.bhagwanmarine.com/news/bhagwan-marine-secures-xx.xx-million-contract-extension-with-jadestone-energy-and-vermilion-energy/))
3. Anchor Handling Tug Supply (AHTS) - Bhagwan Marine
   · Company verification: Bhagwan Marine's commercial AHTS page explicitly identifies Athos as an AHTS vessel supporting offshore energy operations.
   · Company verification: The same category page lists Athos and Coral Knight.
4. Joint Vessel Support Under Tripartite Agreement - Bhagwan Marine
   · Company verification: Bhagwan documents operation of Athos for offshore supply and offtake support on Australia's North West Shelf.
   · Company verification: The project page documents a tripartite customer arrangement and an extension in 2023; it does not establish a later extension or current expiration date.

26.148. PT Sillo Maritime Perdana Tbk

PT Sillo Maritime Perdana offers AHTS access within a broader Indonesian offshore shipping portfolio. ■■■ ■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■ ■ ■■■■■ ■■ ■■■■■ ■■■■■ ■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■■■ ■■ ■■■■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■ ■■■ ■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ This supports evaluation of complementary field-support packages, but those adjacent vessels are not substitutes for the named AHTS offerings.

For an operator seeking coordinated support, the useful comparison is a defined package across relevant entities versus a standalone AHTS charter. The group presentation does not settle which entity owns, operates or can commit every nominated hull, or whether parent support accompanies a subsidiary contract. ■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■ ■■ ■■■■■■■■ ■■ ■■■■■■ ■■■■■ ■■■■■ ■■■■■ ■■■■ ■■■■■■■■■■■■■■■■

Sources & Evidence

1. PT Sillo Maritime Perdana Tbk | Fleet
   - Sillo's group fleet page places AHTS Kylie S under PT Suasa Benua Sukses and AHTS NMS Sapphire under PT Newport Gemilang Jaya, separately from storage, harbor-tug, crew-boat and other vessel categories. Entity headings establish the commercial presentation, not every hull's ownership and contracting mandate. ([sillomaritime.com](https://sillomaritime.com/en/fleet/))
   - Company verification: PT Sillo Maritime Perdana Tbk's group fleet page identifies Kylie S as AHTS.
   - Company verification: The page separately identifies NMS Sapphire as an anchor handling tug supply vessel under PT Newport Gemilang Jaya.
2. PT Sillo Maritime Perdana Tbk | Our Business
   - Sillo identifies chartering of AHTS and other support vessel types among its business activities and describes shipping services supporting oil and gas exploration and production. The coordinated-package option remains conditional on entity-level delivery commitments. ([sillomaritime.com](https://sillomaritime.com/en/our-business/))

26.149. PT Pelayaran Nasional Ekalya Purnamasari Tbk

PT Pelayaran Nasional Ekalya Purnamasari supplies AHTS services through its ELPI Offshore subsidiary. The subsidiary's presentation names Etzomer xx.xx Etzomer xx.xx Etzomer xx.xx and Etzomer xx.xx and describes offshore contracts across Sumatra, Kalimantan, Java and Sulawesi. ■■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■

A buyer considering an integrated employment package should establish how repair access and personnel support are committed to the nominated vessel, rather than infer readiness from affiliation. The potential benefit is coordinated support; the trade-off is dependence on

several affiliated delivery functions whose schedules must align. ■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■ ■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■

Sources & Evidence

1. Elpio | PT Pelayaran Nasional Ekalya Purnamasari
   · ELPI identifies ELPI Offshore as its subsidiary, lists AHTS Etzomer xx.xx Etzomer xx.xx Etzomer xx.xx and Etzomer xx.xx and describes offshore contracts in Sumatra, Kalimantan, Java and Sulawesi. ([elpi.co.id](https://elpi.co.id/id/affiliates/elpio))
   · Company verification: The parent company's official page identifies PT Pelayaran Nasional Ekalya Purnamasari Tbk and ELPI Offshore as its subsidiary.
   · Company verification: The subsidiary offering explicitly lists AHTS Etzomer xx.xx Etzomer xx.xx Etzomer xx.xx and Etzomer xx.xx.
2. Orela | PT Pelayaran Nasional Ekalya Purnamasari
   · ELPI's affiliated Orela Shipyard presentation offers maintenance and repair and advertises design and construction of AHTS among other vessel types. These offerings support distinct asset-support and newbuild qualification questions, not a confirmed AHTS delivery slot. ([elpi.co.id](https://www.elpi.co.id/affiliates/orela))
3. Mote Offshore | PT Pelayaran Nasional Ekalya Purnamasari
   · ELPI identifies MOTE as an affiliated marine and dynamic-positioning training center in Surabaya. This establishes a personnel-development capability, not the qualifications or availability of a nominated vessel's crew. ([elpi.co.id](https://www.elpi.co.id/affiliates/mote))

26.150. Britoil Offshore Services Pte Ltd

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Multipurpose capability is not an assurance of unconstrained simultaneous service. Britoil Dragon's particulars identify shared drill-water and oil-recovery tank uses, making the agreed mission allocation commercially important. ■■■ ■■■■■■ ■■■■ ■■■■■■■ ■■ ■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■ ■■ ■■■ ■■■■■■ ■■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■

Sources & Evidence

1. Fleet - Go Offshore Pty Ltd | Marine & Logistics
   · Britoil Dragon appears in Go Offshore's fleet presentation, supporting the need to reconcile overlapping offers rather than treat them as independent hull alternatives. ([gooffshore.com.au](https://gooffshore.com.au/fleet/))

2. Britoil Dragon - Vessel Specifications
   - Britoil Dragon's company-issued particulars identify DP2 AHTS, towing and anchor-handling equipment, supply facilities, firefighting equipment and oil-recovery tank arrangements. Drill-water and oil-recovery uses share tank space, and the document permits specification changes. Mission-allocation implications are analytical, not demonstrated service outcomes. ([britoil.com.sg](https://www.britoil.com.sg/hubfs/Vessel%20specs/Britoil%20Dragon%20Vessel%20Specs%xx.xx-xx.xx-xx.xx.pdf?hsLang=en))
3. About Us - Britoil Offshore Services
   - Britoil identifies management offices in Singapore, Dubai and Italy and an operational office in Thailand, supporting regional coordination capability rather than universal deployment permission. ([britoil.com.sg](https://www.britoil.com.sg/about))
4. Britoil Offshore Services - Be Outstanding at Sea
   - Britoil's April xx.xx 2026 company announcement identifies AHTS within its operating portfolio alongside AHT, PSV and MPSV categories. ([britoil.com.sg](https://www.britoil.com.sg/news/britoil-offshore-services-be-outstanding-at-sea))
   - Company verification: Britoil's April xx.xx 2026 company announcement directly identifies AHTS within its operating offshore fleet.
5. Britoil 82 - Britoil Offshore Services Pte Ltd
   - Company verification: The company-issued vessel document identifies Britoil Offshore Services Pte Ltd and its Singapore address.
   - Company verification: It explicitly offers Britoil xx.xx as an anchor handling tug supply vessel.
6. Newly Classed Vessels August 2026
   - Company verification: The ABS record identifies Britoil Offshore Services Pte. Ltd. for Britoil Centurion.
   - Company verification: The vessel's recorded class notation combines offshore supply, anchor-handling, and towing functions.

26.151.Samson Maritime

[illegible] The associated terminal-service offering covers single-point-mooring operations and maintenance, tug support, diving support and spill response through an Underwater Services business. This creates a relevant service-package proposition while making the boundary between vessel chartering and terminal services important.

A drilling contractor or terminal operator should evaluate the specific vessel and service responsibilities rather than treat the combined AHT/AHTS description as a uniform fleet specification. [illegible] A standalone charter offers a clearer scope where the buyer already retains terminal-service management.

Sources & Evidence

1. About Us - Samson Maritime

   · Samson's company presentation identifies Samson Maritime Limited and Underwater Services Company Limited as separate businesses within its group context, with vessel activities and terminal-support activities requiring distinct responsibility boundaries. ([samsonmaritime.com](https://www.samsonmaritime.com/about.html))

2. Anchor Handling Tugs - Samson Maritime

   · Samson describes combined AHT/AHTS services for drilling rigs and offshore barges along India's coastline and in the Middle East, including towing, anchor handling, supply and standby duties. The combined service description requires hull-specific qualification before an AHTS commitment. ([samsonmaritime.com](https://www.samsonmaritime.com/AnchorHandlingTugs.html))

   · Company verification: Samson Maritime's commercial service page directly offers AHT/AHTS services.

   · Company verification: The company describes offshore drilling/barge support along India's coastline and in the Middle East.

3. SPM Terminals - O&M Services - Samson Maritime

   · The SPM service presentation attributes operations and maintenance to an Underwater Services business and offers terminal maintenance, diving support, tug support and spill response. A combined vessel-terminal package therefore needs explicit contracting and delivery allocations. ([samsonmaritime.com](https://www.samsonmaritime.com/SPMTermials-O%26M%20Services.html))

26.152. ABS Marine Services Limited

ABS Marine Services is relevant to charterers and AHTS owners seeking outsourced management. ■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■ ■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■ ■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■ ■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■ Buyers should establish the nominated vessel's registered owner and the entity controlling its employment rather than infer parent-level ownership from the ABS brand.

The management offering specifically covers AHTS crewing and technical support, including class maintenance, inspections, repairs, dry-dock supervision and planned maintenance. Indian offices and the reported Singapore presence provide organizational support, not unrestricted deployment assurance. ■■ ■■■■■ ■■■■■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■ ■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■

Sources & Evidence

1. ABS Marine Services Limited - Annual Report 2024-25

   · The report includes AHTS in vessel ownership, distinguishes owned, managed and chartered vessels, identifies Epsom Shipping India as a subsidiary, and discloses Anokhi-related charter and management arrangements. ([absmarine.com](https://absmarine.com/wp-content/uploads/2025/xx.xx/Intimation-to-NSE-for-Annual-Report-xx.xx.pdf))

   · The company reports Indian offices and a Singapore presence; these establish organizational locations rather than assignment-specific deployment eligibility. ([absmarine.com](https://absmarine.com/wp-content/uploads/2025/xx.xx/Intimation-to-NSE-for-Annual-Report-xx.xx.pdf))

   · Company verification: ABS Marine Services Limited's 2025 annual report identifies AHTS within its ship-owning business.

2. Ship Management - ABSMarine

   · ABS explicitly includes AHTS in its crewing and technical-management scope and describes inspections, class maintenance, dry-dock and repair supervision, planned maintenance, and personnel management. These support a conditional outsourced-management assessment, not an independently established performance advantage. ([absmarine.com](https://absmarine.com/ship-management/))

26.153. Duta Marine Sdn Bhd

Duta Marine Sdn Bhd offers a Malaysian project-service route to AHTS capacity rather than a proposition limited to a dedicated owned fleet. ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■ ■■■■■■■ ■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■ ■■■■ ■ ■■■■■■■■ ■■■■■■ ■■■■■■■ Its reported 2022 AHTS package for Tanjung Offshore demonstrates a specific service-delivery reference, not present vessel availability.

A buyer combining anchor handling with other offshore-support requirements can request a coordinated vessel package, provided Duta documents the nominated assets, owner authority and delivery obligations. ■■■ ■■■■■ ■■■■ ■■■■■ ■■ ■■■■■ ■■■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■ ■■■■■■■ ■■■■ ■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■ ■■■■■■■ Direct-owner contracting remains preferable when a suitable vessel and the required coordination functions are already secured.

Sources & Evidence

1. Malaysia Services E-Directory | Company Info | DUTA MARINE SDN BHD

   · MATRADE identifies DUTA MARINE SDN BHD as a Malaysian service provider in shipping and logistics and links that identity to www.dutamarine.com. ([malaysiaservices.matrade.gov.my](https://malaysiaservices.matrade.gov.my/company-info/xx.xx))

2. Our Services - Duta Marine
   · Duta Marine offers AHTS and other offshore vessel services and describes sourcing vessels through its network. ([dutamarine.com](https://www.dutamarine.com/our-services))
   · The company states that it holds PETRONAS vessel and offshore-work licensing and a Marine Department Malaysia Document of Compliance; the page does not establish their applicability to a particular proposed contract. ([dutamarine.com](https://www.dutamarine.com/our-services))
   · Company verification: Duta Marine's commercial offshore-services page explicitly offers anchor handling tug supply vessel services.
   · Company verification: The offering supports the commercial brand's category participation but does not resolve the Malaysian legal identity or vessel ownership.
3. Successful Projects - Duta Marine
   · Duta Marine reports a 2022 AHTS service package for Tanjung Offshore Services associated with integrated plug-and-abandonment work at M3 Field. This is a historical company-reported delivery reference, not current availability evidence. ([dutamarine.com](https://www.dutamarine.com/successful-projects))
4. Our Fleet - Duta Marine
   · The fleet page lists AG Azzam with a Bureau Veritas special-service anchor-handling description. The disclosed notation does not by itself establish ownership authority or equivalence to a buyer's required AHTS supply package. ([dutamarine.com](https://www.dutamarine.com/our-fleet))
5. About Us - Duta Marine
   · Duta Marine describes project and ship-management coordination from Petaling Jaya and identifies a separate Labuan office. These locations support organizational presence, not automatic project qualification. ([dutamarine.com](https://www.dutamarine.com/about-us))

26.154. PT Duta Marine

PT Duta Marine presents a Jakarta-based tugboat, utility-vessel and AHTS service offering within a broader offshore-facility business. ■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■

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Sources & Evidence

1. Safety Management - PT Duta Marine
   · The company identifies Jakarta and an AHTS-provider offering; its safety page describes shore/ship authority and audits but frames safe-management objectives around FSO operations. ([ptdutamarine.co.id](https://www.ptdutamarine.co.id/safety-management/))
2. Daftar Perusahaan Jasa Penunjang Migas: Bidang Usaha Jasa Non Konstruksi, 2015
   · Company verification: The Indonesian government's 2015 support-services register identifies PT Duta Marine with an AHTS-provider business scope.

26.155. PT Baruna Raya Logistics

PT Baruna Raya Logistics provides a vessel-specific AHTS sourcing lead within an Indonesian offshore vessel-owning and operating business. ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■ ■■■

■■■■■■■■■■■■ This is more useful for qualification than the company's broader offshore-services description, but it remains a supplier-issued specification rather than confirmation of current class status or an available charter position.

Baruna describes its operating area as Southeast Asia, particularly Indonesian waters. ■ ■■■■■■■■■■■■■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■■■■ ■■■■■■ ■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■ ■■■ ■■■■■■ ■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■ ■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■ ■■ ■ ■■■■■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■■■ Regional operating familiarity can support coordination, while final suitability still depends on documented vessel control, the mission package and customer acceptance.

Sources & Evidence

1. Baruna at a Glance - PT. Baruna Raya Logistics
   - Baruna's substantive company profile describes an Indonesian vessel-owning and operating business focused on offshore marine services for oil and gas. Promotional prominence and performance language are not used as comparative proof. ([barunaraya.com](https://www.barunaraya.com/m))
   - Company verification: Baruna Raya's substantive company profile identifies PT Baruna Raya Logistics as an Indonesian offshore marine vessel-owning and operating business.
   - Company verification: This source does not establish a qualifying current AHTS fleet.
2. MV. UNGARAN - DPS1-59M Anchor Handling Towing Supply / Offshore Support Vessel
   - Baruna's Ungaran specification identifies the vessel as an anchor handling towing supply/offshore support vessel and gives its type as DP1. ([barunaraya.com](https://www.barunaraya.com/~file/vessel_specification__ungaran-d6d28-1048_273.pdf?b222707--=))
   - The document states that images are not part of a contract or warranty and directs buyers to request specific clarification; it does not certify current class status or employment. ([barunaraya.com](https://www.barunaraya.com/~file/vessel_specification__ungaran-d6d28-1048_273.pdf?b222707--=))
3. Operation Area | Company in Brief | PT. Baruna Raya Logistics
   - Baruna describes its operating area as Southeast Asia, especially Indonesian waters. This supports the stated geographic orientation without adopting its broad customer-coverage claims. ([barunaraya.com](https://www.barunaraya.com/Company-in-Brief/Operation-Area.html))

26.156. PTSC

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PTSC Marine GS describes complementary crew-supply, marine repair and maintenance services, together with workshop resources. ■■ ■■■■■■■■ ■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■ ■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■ ■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■ ■■ ■■■■■ ■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■

[illegible] A confirmed support mandate and accepted vessel nomination are prerequisites, not consequences of PTSC affiliation.

Sources & Evidence

1. OFFSHORE SUPPORT VESSELS - PTSC
   - PTSC states that it owns and operates AHTS and other offshore-support vessels. ([ptsc.com.vn](https://www.ptsc.com.vn/en-US/services-xx.xx/all-services/offshore-support-vessels))
   - PTSC separately describes cooperation with local and international allied owners through bareboat, time-charter and spot arrangements for Vietnam and Southeast Asia. The distinction supports separate verification of vessel control and nomination authority. ([ptsc.com.vn](https://www.ptsc.com.vn/en-US/services-xx.xx/all-services/offshore-support-vessels))
   - Company verification: PTSC's official English service page describes owned and operated AHTS vessels.
   - Company verification: The page separately identifies allied-owner bareboat, time-charter, and spot-charter arrangements.
2. PTSC Marine GS - Branch of PetroVietnam Technical Services Corporation - PTSC
   - PTSC identifies Marine GS as its branch and describes AHTS resources, crew supply, marine repair and maintenance services, and workshop facilities. These support assessment of complementary shore functions, not automatic customer or jurisdictional approval. ([ptsc.com.vn](https://www.ptsc.com.vn/en-US/default.aspx?zoneid=xx.xx))
   - Company verification: PTSC's official Marine-unit page identifies an AHTS fleet and describes the unit as part of PTSC.

26.157. Shipping Corporation of India

Shipping Corporation of India offers an owned-AHTS chartering route for Indian offshore work, including anchor handling, towing, logistics and specified standby functions. Its SCI Panna particulars identify SCI as owner and the vessel as Indian flagged, and describe anchor-handling equipment, firefighting and search-and-rescue capability. [illegible]

SCI also offers operations and maintenance services for certain ONGC-owned specialized vessels. [illegible] The listing is a procurement lead, not a delivery commitment.

Sources & Evidence

1. Offshore - Shipping Corporation of India

   · SCI describes owned AHTS chartered to Indian offshore customers, with anchor handling, towing, logistics and specified standby services. ([shipindia.com](https://www.shipindia.com/services/servicedetails/offshore))

   · SCI separately offers operation, manning, maintenance and management for ONGC-owned well-stimulation and geotechnical vessels; that scope does not establish universal customer-owned AHTS management capability. ([shipindia.com](https://www.shipindia.com/services/servicedetails/offshore))

   · Company verification: SCI's official offshore-services page establishes owned AHTS vessels chartered to Indian offshore customers.

2. Offshore Vessel Availability - Shipping Corporation of India

   · SCI's offshore availability page identifies SCI Panna as an AHTSV at Mumbai and gives September xx.xx 2026, as its availability date. The listing does not constitute an owner-issued commitment for a proposed charter. ([shipindia.com](https://www.shipindia.com/services/servicepage/vessel-availability))

3. SCI Panna Technical Specifications - Shipping Corporation of India

   · SCI Panna's technical page identifies SCI as owner and the Indian flag, and describes anchor-handling equipment, firefighting, search and rescue, and dynamic positioning without specifying a DP equipment class. ([shipindia.com](https://www.shipindia.com/frontcontroller/vessel_details/xx.xx))

   · The same page retains an availability reference to the third week of March 2016, materially different from the date on the linked commercial availability listing. Neither reference independently settles current employment. ([shipindia.com](https://www.shipindia.com/frontcontroller/vessel_details/xx.xx))

26.158. Global Offshore Services Limited

Global Offshore Services Limited provides an operator-oriented route to AHTS capacity rather than a shipbuilding offer. Its incorporation certificate records a change of legal name to Garware Offshore Services Limited effective February xx.xx 2026. ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■ ■■■■■■■ ■■■■■■■■ ■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■■

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Sources & Evidence

1. Operations - Garware Offshore Services Ltd.

   · The company describes owned and operated AHTS and PSV deployment in India and identifies anchor handling, rig towing, cargo delivery and offshore construction support among its activities. These statements establish the advertised operating role, not individual vessel acceptance. ([garwareoffshore.in](https://www.garwareoffshore.in/operations.php))

2. Change of Name from Global Offshore Services Ltd. to Garware Offshore Services Limited
   · The mandatory company announcement includes an incorporation certificate establishing the change from Global Offshore Services Limited to Garware Offshore Services Limited effective February xx.xx 2026. The certificate preserves stakeholder rights and liabilities through the name change. ([bsmedia.business-standard.com](https://bsmedia.business-standard.com/_media/bs/data/announcements/bse/xx.xx/ffc229de-xx.xx-4e67-ad5c-09b646a0c4bd.pdf))

26.159. Japan Marine United Corporation

Japan Marine United Corporation explicitly offers AHTS vessel design and construction, with POSH CHAMPION presented as an AHTS reference separately from its platform-supply and ocean-tug products. This establishes a defensible newbuild capability without relying on similarities between adjacent vessel types. ■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■ ■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■ ■■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■ ■■ ■■■■■■ ■■■ ■■■ ■■■■■■■■■■ ■■■■ ■■■■■■

The company's floating-wind development activity represents a different commercial proposition. In February 2024, JMU, Nihon Shipyard and K Line Wind Service obtained approval in principle for a multi-functional floating offshore windfarm support vessel concept. ■■■ ■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■ ■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■■■

A shipowner can therefore evaluate JMU's explicit AHTS product line while assessing the floating-wind concept separately. Before selecting either route, procurement should identify the contracting yard, agreed mission configuration, construction commitment and lifecycle support scope. ■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■ ■ ■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■ ■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■

Sources & Evidence

1. Offshore Support Vessel - Japan Marine United Corporation
   · JMU explicitly includes anchor handling tug supply vessels in its design and construction offering and presents POSH CHAMPION as an AHTS reference, separately from its PSV and ocean-tug examples. ([jmuc.co.jp](https://www.jmuc.co.jp/en/products/support-vessel/))
2. Ship Repair - Japan Marine United Corporation
   · JMU offers inspection, repair, conversion and equipment-modernization services for domestic and foreign ships. This supports a broader lifecycle capability, without establishing an agreed AHTS-specific work package or service commitment. ([jmuc.co.jp](https://www.jmuc.co.jp/en/products/repair/))

3. Approval in Principle for the Design Concept of the Multi-functional Floating Offshore Windfarm Support Vessel

   · The February xx.xx 2024 announcement records joint approval in principle for the MFSV concept involving JMU, Nihon Shipyard and K Line Wind Service. It describes mooring-related functions and defines approval in principle as early-design feasibility review, without classifying the concept as AHTS or documenting delivery. ([jmuc.co.jp](https://www.jmuc.co.jp/en/news/assets/20240228_windfarm_aip_en.pdf))

   · Company verification: Japan Marine United's February xx.xx 2024 announcement describes an approved MFSV design concept for floating-wind mooring work.

   · Company verification: The announcement does not independently classify the concept as AHTS.

4. 会社概要 - ジャパン マリンユナイテッド株式会社

   · Company verification: The official Japanese company profile explicitly gives the English name Japan Marine United Corporation.

26.160. Breeze Ship Design

[redacted] The proposed vessel combines DP Class xx.xx positioning with diesel propulsion and a gearbox incorporating power-take-off and power-take-in functionality. This is evidence of a contracted design contribution, not proof that Breeze builds the hull or guarantees the completed vessel's performance.

[redacted] These capabilities suit a yard or owner that wants to commission design separately while retaining choice over construction and equipment procurement. That route requires explicit responsibility for design changes, equipment interfaces, class submissions and construction acceptance; otherwise engineering and delivery obligations can fall between counterparties.

Breeze's Chingui project page identifies Medelen Shipping and Fujian South East Shipyard and lists a 2027 delivery year. [redacted] Separate design procurement offers specification flexibility but requires more interface management than a fully contracted vessel package.

Sources & Evidence

1. Breeze Ship Design Secures Design Contract for Anchor Handler

   · Breeze announced a design contract with Fujian Southeast Shipbuilding on January xx.xx 2025. The Z xx.xx AHTS design includes DP Class xx.xx diesel engines and PTO/PTI gearbox functionality. The announcement establishes design contracting rather than completed vessel delivery. ([breeze.no](https://breeze.no/2025/xx.xx/xx.xx/breeze-ship-design-secures-design-contract-for-anchor-handler/))

   · Company verification: Breeze Ship Design announced an AHTS vessel-design contract on January xx.xx 2025.

   · Company verification: The announcement identifies Fujian Southeast Shipbuilding as the design-contract customer.

2. Integrated Excellence for the Entire Maritime Journey - Breeze Ship Design
   · Breeze identifies itself as an independent design house and offers concept development, naval architecture, marine engineering, conversions, propulsion upgrades and shipyard design support. The publication's allocation of delivery interfaces is a commercial inference from this separate engineering role. ([breeze.no](https://breeze.no/services/))
3. Chingui - Breeze Ship Design
   · The Chingui project page identifies Medelen Shipping as shipowner and Fujian South East Shipyard as shipyard and lists 2027 under delivery. That future year supports treating it as a planned reference rather than completed delivery. ([breeze.no](https://breeze.no/designs_vessels/chingui/))
   · Company verification: Breeze's Chingui project page classifies the project as Anchor Handling Towing Supply.

26.161.Royal IHC

[redacted] Its portfolio describes methanol-ready, battery-assisted dual-fuel hybrid propulsion and includes a DP Class xx.xx design. These are offered design characteristics, not independently established operational results or universal features of every configuration.

The company's manufacturing and support footprint includes facilities in the Netherlands and offshore-focused engineering and equipment lifecycle capabilities at Newcastle and the Port of Blyth. [redacted]

Floating-wind vessel investors should engage Royal IHC at specification development when mooring requirements and the intended fuel strategy are sufficiently defined. A firm proposal should identify the hull builder, final approved configuration, meaning of methanol-ready, equipment warranties and deployment-specific service obligations. [redacted]

Sources & Evidence

1. Anchor handling tug supply vessel (AHTS)
   · Royal IHC offers floating-wind AHTS designs combining anchor handling, towing, mooring storage and mission equipment with methanol-ready, battery-assisted dual-fuel hybrid propulsion. A portfolio variant includes DP Class xx.xx. These are supplier-described design characteristics, not independently demonstrated operating outcomes. ([royalihc.com](https://www.royalihc.com/offshore-energy/offshore-vessels/floating-wind-vessels/anchor-handling-tug-supply-vessel-ahts))
   · Company verification: Royal IHC offers a range of complete AHTS vessel designs for floating offshore wind.
   · Company verification: The commercial offering describes methanol-ready hybrid propulsion options.
2. Global Presence - Royal IHC
   · Royal IHC identifies manufacturing and service facilities in the Netherlands, offshore-focused engineering at Newcastle, and equipment construction, commissioning and lifecycle support at the Port of Blyth. This does not establish a particular AHTS delivery or deployment-specific service obligation. ([royalihc.com](https://www.royalihc.com/about-us/global-presence))

26.162. Jianglong Shipbuilding Co., Ltd.

Jianglong Shipbuilding Co., Ltd. has documented AHTS construction participation through its SPA65 program. ■■■ ■■■■■■■■■ ■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■■■■■■■■■■■■ ■■ ■■■■■ ■ ■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■ ■■■■ ■■■ ■■■■ The commercial capability demonstrated is construction and integration of an underway newbuild, rather than delivered charter capacity or independently verified operating performance.

■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■ ■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■ ■■ ■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■ This substantiates an export contracting route, but does not establish that every group project belongs to the same subsidiary or facility. Buyers should obtain project-specific confirmation of the contracting company, construction site and organization responsible for warranties and after-sales support.

■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■ ■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ Keel laying is a useful progress indicator, not a handover trigger. Compared with acquiring an already delivered vessel, the route offers a project-defined configuration while retaining construction, integration and acceptance risk.

Sources & Evidence

1. Jianglong Shipbuilding Held Keel-Laying Ceremony for SPA65 AHTS Vessel
   - Jianglong's September xx.xx 2026 announcement records SPA65 AHTS keel laying, describes electric propulsion and DP Class xx.xx and identifies collaboration with SPEC and ABS. It establishes a construction milestone, not completed handover or verified operating performance. ([jianglong.cn](https://www.jianglong.cn/en/jianglongshipbuildingholdskeel-n1336.html))
   - Company verification: Jianglong's September xx.xx 2026 announcement establishes active construction of the SPA65 AHTS project.
   - Company verification: The official English page identifies Jianglong Shipbuilding Co., Ltd. in its company footer.
   - Company verification: Construction commencement is established; completed delivery is not.
   - Company verification: Jianglong announced a keel-laying ceremony for its SPA65 AHTS project on September xx.xx 2026.
   - Company verification: The announcement establishes complete-vessel construction participation.
2. SPA65 AHTS Steel Cutting Ceremony on June 30
   - The SPA65 construction announcement identifies Haduco as shipowner and describes collaboration with SPEC and ABS. It supports attribution of the project relationships without independently establishing eventual delivery or acceptance. ([jianglong.cn](https://www.jianglong.cn/en/spaahtssteelcuttingceremonyonj-n1327.html))
3. Jianglong Shipbuilding SSG65 AHTS Newbuild Orders
   - The June xx.xx 2026 announcement identifies wholly owned Jianglong Shipbuilding International Co., Ltd. as signatory to SSG65 AHTS construction contracts with Singapore-based customers. This establishes subsidiary-level contracting attribution, not delivery or allocation of other group projects. ([jianglong.cn](https://www.jianglong.cn/en/jianglongshipbuildinglandstwos-n1314.html))

26.163. Nantong CIMC Sinopacific Offshore & Engineering Co., Ltd.

Nantong CIMC Sinopacific Offshore & Engineering Co., Ltd. provides a completed-project reference for AHTS newbuild procurement. ■■■ ■■■■ ■■■■■■■ ■■■■■■■■ ■■ ■■■■■ ■■■ ■■■■■■ ■■■■■ ■■■■■■ ■■ ■■■ ■■■■■■ ■■■ ■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■ ■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■ ■■■ ■■■■■ ■■■■■■■■■■ These disclosures establish a construction and commissioning reference rather than merely a proposed vessel concept.

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The cross-border customer relationship supports consideration of CIMC SOE as a construction counterparty, but does not establish available building slots or worldwide after-sales coverage. Before award, buyers should confirm the proposed configuration, delivery commitment, warranty response and responsibility for equipment suppliers. ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■ ■■■ ■■ ■■■■■■■■ ■■ ■■ ■■■■■ ■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■

Sources & Evidence

1. "CIMC Day" bears fruit - CIMC SOE AHTS naming and delivery
   - CIMC SOE reports delivery of S1099 and S1100, named RAWABI xx.xx and RAWABI xx.xx to Vallianz Shipbuilding & Engineering on September xx.xx 2025.
   - The yard describes positioning equipment, digital monitoring, external firefighting and oil-spill-cleanup capabilities in the delivered series; these are company-reported capabilities, not independent operational outcomes.
2. CIMC SOE’s 80-ton AHTS vessel successfully completed sea trials
   - CIMC SOE's July xx.xx 2025 account identifies S1099 as ABS-classed and reports completed sea trials, including coordination with the owner and class surveyors.
   - The account supports a construction and commissioning reference, without establishing subsequent mission performance or future delivery availability.
3. Nantong CIMC Sinopacific Offshore & Engineering Co., Ltd. - Milestones
   - Company verification: The company's official English milestone catalog identifies Nantong CIMC Sinopacific Offshore & Engineering Co., Ltd.
   - Company verification: The catalog records delivery of AHTS vessels S1099 and S1100 on September xx.xx 2025.

26.164. Fujian Southeast Shipbuilding

Fujian Southeast Shipbuilding has an evidenced AHTS construction role supported by an external design partner. ■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■ ■■ ■■■ ■■■■■■■■■■ ■■ ■ ■ ■■■■ ■■■■ ■■■■■■ ■■■■■■■■■■■■■ ■■■ ■■■ ■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■ ■■■■■■■ ■■■■■■■■■■■■■■■ ■■

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For vessel owners, the relevant qualification question is how the yard and designer divide responsibility for specification changes, class submissions, systems integration and delivery acceptance. The disclosed design relationship provides a concrete interface to investigate. ■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■ ■■■■■■ ■■■■ ■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■

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Sources & Evidence

1. Breeze Ship Design Secures Design Contract for Anchor Handler
   - Breeze's January xx.xx 2025 announcement states that Fujian Southeast Shipbuilding awarded it an AHTS design contract.
   - The announced Z xx.xx design includes DP2, diesel engines and a reduction gearbox with power take-off and power take-in functionality, supporting investigation of the yard-designer delivery interface.
   - Company verification: Breeze's dated AHTS design announcement identifies Fujian Southeast Shipbuilding as the construction-side counterparty awarding the design contract.
2. Chingui - Breeze Ship Design
   - Breeze names Fujian South East Shipyard as Chingui's shipyard.
   - Company verification: The Chingui AHTS project page identifies Fujian South East Shipyard as the shipyard; exact legal naming continuity remains unresolved.
3. Newbuild anchor handler for undisclosed owner launched in China
   - Riviera's February xx.xx 2026 article reports that Fujian Southeast Shipbuilding launched Chingui and that delivery was scheduled for early 2027.
   - The dated launch report corroborates construction progress, not completed delivery.
4. Seacon Shipping Group Holdings Limited - Major Transaction circular
   - Seacon Shipping's February xx.xx 2024 transaction circular identifies Fujian Southeast Shipbuilding Co., Ltd., with its Chinese company name, as the shipbuilding seller.
   - The circular provides a dated counterparty-name reference from a separate vessel transaction; it does not establish the contracting entity or guarantees for Chingui.

26.165. Medelen Shipping

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Prospective counterparties should verify the legal entity, procurement mandate, handover and operating-management arrangements before committing. ■■■■■ ■■■■■■■■■■ ■■■ ■■

RESEARCH SAMPLE REPORT

[redacted]

Sources & Evidence

1. Chingui - Breeze Ship Design
   - Breeze identifies Medelen Shipping as Chingui's shipowner and lists delivery in 2027; this is a future project association.
   - Company verification: The Chingui AHTS project page identifies Medelen Shipping as shipowner and indicates 2027 delivery, which remains future as of October xx.xx 2026.

26.166. Zhejiang Shipbuilding Co., Ltd.

[redacted] Bourbon's 2013 Registration Document identifies the company as the construction counterparty for SPA xx.xx AHTS orders placed through Crown Hera. This establishes a product-specific contracting reference, not an available newbuild slot or continuing warranty service.

A court announcement states that the Ningbo Fenghua District People's Court accepted Zhejiang Shipbuilding's bankruptcy-liquidation case on September xx.xx 2026 and appointed an administrator. [redacted] Historical orders should not substitute for this assessment.

For existing-vessel transactions, the builder's corporate position and the vessel's condition are separate questions. [redacted] Procurement through a current owner can place delivery obligations with that owner, but does not resolve inherited documentation or mission-suitability issues automatically.

Sources & Evidence

1. BOURBON 2013 Registration Document
   - Bourbon's 2013 Registration Document identifies Zhejiang Shipbuilding Co., Ltd. as the construction counterparty for SPA xx.xx AHTS orders through Crown Hera.
   - This mandatory historical disclosure supports a product-specific procurement reference, not current newbuild availability.
2. Guangming Daily - Fenghua District People's Court announcement concerning Zhejiang Shipbuilding
   - The Ningbo Fenghua District People's Court announcement dated September xx.xx 2026 states that Zhejiang Shipbuilding's bankruptcy-liquidation case was accepted on September xx.xx 2026 and an administrator appointed.
   - Administrator-led counterparty and records diligence is an analytical implication of that proceeding; the notice does not determine individual legacy-vessel condition.
3. Newly Classed Vessels August 2026
   - Company verification: The August 2026 ABS newly classed vessel record names Zhejiang Shipbuilding Co., Ltd. as builder of Britoil Centurion.
   - Company verification: Britoil Centurion's recorded offshore-support notation includes supply, anchor-handling, and towing functions; the classification date does not establish the construction date.

26.167. Focal Marine & Offshore

Focal Marine & Offshore is relevant to owners seeking AHTS design and coordination support rather than vessel capacity itself. The company identifies offices in Singapore and Shanghai and offers AHTS naval architecture. ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■ ■■■■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■■ ■■■■■ ■■■■■■ ■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■ ■■■■■■■■■■■

This arrangement can support an owner retaining control of the specification while appointing a separate builder. Before engagement, the owner should define responsibility for basic and production design, subsidiary deliverables, revisions, yard interfaces and project-specific class submissions. ■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■ ■ ■■■■■■■■ ■■■■■■■■■■■■■■■

The principal trade-off is specification control versus additional contractual interfaces. A design appointment should not be mistaken for a shipbuilding guarantee, even when project-management services are included. ■■■■■ ■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■■

Sources & Evidence

1. Services - Focal Marine & Offshore
   - Focal advertises complete AHTS design, tender consultation and specifications, basic design, and project-management services.
   - Its service description assigns production drawings and shipyard interfacing to a subsidiary, supporting explicit allocation of design and construction interfaces.
   - Company verification: Focal Marine & Offshore's commercial naval-architecture services explicitly include complete AHTS vessel design.
2. About Us - Focal Marine & Offshore
   - Focal identifies offices in Singapore and Shanghai and describes naval-architecture services for owners and shipyards.
   - The company describes customized design against client requirements; independent specification control and additional contractual interfaces are conditional commercial interpretations.
3. Anchor Handling Tug Supply Vessel (AHTS) - Focal Marine & Offshore
   - Company verification: Focal Marine & Offshore maintains a dedicated complete-AHTS design portfolio on its own commercial site.
   - Company verification: The page identifies the Focal Marine & Offshore business name and Singapore contact location, supporting reporting at the observed commercial-brand level.

26.168. Vantris Energy Berhad

Vantris Energy Berhad, formerly Sapura Energy Berhad, combines AHTS assets with a broader offshore operations and maintenance offering. Its AHTS catalogue names MV Gemia and KPV Kapas. ■■■■■■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■ ■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■ ■■■ ■■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■■

[redacted] An integrated package may reduce buyer coordination interfaces; a buyer already possessing those capabilities may prefer a narrower vessel package and retain project management. Diving systems or capabilities on other group vessels should not be attributed to Gemia without specific documentation.

[redacted] That earlier disclosure does not establish that the limitation persisted after upliftment. For a new commitment, buyers should obtain current evidence of performance-security arrangements and the funding needed to sustain the agreed delivery chain; corporate recovery alone does not settle either question.

Sources & Evidence

1. Operations and Maintenance - Vantris Energy Berhad
   - Vantris states that it owns and operates offshore support vessels, including anchor handling tug/supply vessels.
   - Its operations and maintenance materials describe marine-spread management, shore support, topside maintenance and subsea services. Combining these with an AHTS remains dependent on the nominated hull and contracted scope.
2. Anchor Handling Tug Supply Vessels - Vantris Energy asset catalogue
   - Vantris's AHTS asset catalogue names MV Gemia and KPV Kapas, providing hull-specific offering references rather than only a general fleet-category claim.
3. MV Gemia - Anchor Handling/Offshore Support & Towing Vessel particulars
   - Vantris's published MV Gemia particulars describe Malaysian registration and ABS DPS-xx.xx classification.
   - The particulars support configuration-specific assessment but do not establish current charter availability or qualification for every group service.
4. Vantris Energy receives Bursa approval for upliftment from PN17 status
   - Vantris's June xx.xx 2026 announcement identifies its former Sapura Energy name, reports the restructuring effective date of September xx.xx 2025, and states that PN17 upliftment was effective June xx.xx 2026.
   - These completed milestones counter treating historical financial distress as sufficient evidence of current inability to perform.
5. Vantris Energy reports FY2026 full year results: Financial restructuring provides a firmer footing as Group focuses on operational recovery
   - Vantris's March xx.xx 2026 results release described limited access to conventional working-capital facilities and bank guarantees at that time.
   - The publication treats this as a dated reason to verify current contract-security arrangements, not proof that the limitation persisted after June 2026.
6. Vantris Energy Berhad - Annual Report 2026
   - Company verification: Vantris Energy Berhad's annual report for the year ended January xx.xx 2026 identifies AHTS assets within its business portfolio.
   - Company verification: The report establishes the company name change from Sapura Energy Berhad effective August xx.xx 2025.

26.169. One Marine Shipping (M) Sdn. Bhd.

One Marine Shipping (M) Sdn. Bhd. [redacted]

An owner lacking technical or safety-management functions can evaluate a defined management appointment, while retaining explicit control over budgets, employment and maintenance priorities. A charterer needs a different verification: which entity owns or controls the nominated hull, whether One Marine holds a booking mandate, and who is accountable for delivery and personnel. [redacted]

The DP1 listings should not be treated as evidence of DP2 qualification. The fleet page also qualifies its particulars and permits owner amendments. [redacted]

Sources & Evidence

1. Fleet - One Marine Shipping
   - One Marine describes its fleet as managed vessels and lists Star Apollo and Star Artemis as DP1 AHTS vessels.
   - The fleet page expressly qualifies its particulars and permits owner amendments, supporting current-documentation verification rather than assumed configuration equivalence.
   - Company verification: The official fleet page identifies One Marine Shipping (M) Sdn. Bhd.
   - Company verification: The company describes AHTS vessels within its managed fleet.
2. Services - One Marine Shipping
   - One Marine advertises third-party technical and ISM/ISPS management, procurement, vessel accounting, crewing, chartering and brokerage.
   - Its service page identifies a Selangor base and Klang Valley stores. These establish advertised shore-support functions, not universal geographic coverage or per-hull charter authority.

26.170. Petrofill Maritime (M) Sdn. Bhd.

Petrofill Maritime (M) Sdn. [redacted] The portfolio should therefore be assessed by named hull rather than treated as uniformly qualified AHTS capacity.

The company's described group separates shipownership, management and brokerage functions, and also offers warehouse and yard facilities. This can make Petrofill relevant where

a buyer needs Malaysian commercial representation and shore coordination, provided the actual mandate and service commitments are established. ■■■■■■ ■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■■ ■■■■■ ■■ ■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■

Before charter award, buyers should identify the hull owner, contracting principal, technical manager, crewing responsibility and authority to substitute vessels. ■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ Current flag documentation, class position, employment status and customer qualification must be confirmed for the nominated vessel; the corporate description alone does not establish those conditions.

Sources & Evidence

1. Our Marine Spread - Petrofill Maritime
   - Petrofill's marine-spread page labels Lanpan xx.xx and Lanpan xx.xx as AHTS offerings and distinguishes other entries as anchor handling tugs or barges.
   - The mixed offering list supports hull-specific assessment rather than treating every listed vessel as qualified AHTS capacity.
   - Company verification: Petrofill's commercial marine-spread page lists Lanpan xx.xx and Lanpan xx.xx as AHTS offerings.
2. Petrofill Maritime (M) Sdn. Bhd. - Corporate description and group services
   - Petrofill's detailed corporate description presents Malaysian chartering and brokerage activities, identifies Petrolanpan as its subsidiary shipowning business, and describes access to additional Lanpan offshore support vessels.
   - The same description separates group shipownership, ship-management and brokerage roles and advertises warehouse and yard facilities. Current mandates and vessel-level authority require separate confirmation.

26.171.Can Offshore Private Limited

Can Offshore Private Limited provides an India-focused towage offering with a specifically identified AHTS connection. Its service description covers Mumbai and India's western and eastern coasts, while its fleet catalog distinguishes Canara Pride as an AHTS from its ordinary tugs. ■■■■ ■■■■■ ■■■ ■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■ ■■■ ■■■■■■■ ■■■■■■ ■■■ ■■ ■■■■■■■ ■■ ■■■■■■■■■■■■■■ ■■■■ ■■■■■■■■■

Commercial control of Canara Pride requires particular attention. ■■■ ■■■■ ■■■■■ ■■■■■■ ■■■■■■■ ■■ ■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■ ■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■ ■■■■■■ ■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■■■■■■ Can Offshore's local towage orientation provides a reason to investigate its offer, but direct contracting with the party controlling the vessel is the alternative when its authority or delivery obligations cannot be established.

Sources & Evidence

1. Our Fleet - Can Offshore
   - Can Offshore's fleet catalog places Canara Pride in a separately labeled AHTS category and lists ordinary tugs separately.
   - Company verification: Can Offshore Private Limited's official fleet page separately identifies an AHTS category.
   - Company verification: The page lists Canara Pride under that AHTS category and identifies the Mumbai business.
2. Services - Can Offshore
   - Can Offshore describes supplying tugs and towage services in Mumbai and on India's western and eastern coasts, with a harbor and coastal towage focus.
3. Sadhav Shipping - Fleet
   - Sadhav's fleet catalog also lists Canara Pride. Together with Can Offshore's catalog, this establishes overlapping marketing of the same named vessel, not separate charter control.
4. Sadhav Shipping Limited - Annual Report FY 2024-2025
   - Sadhav's fiscal 2024-2025 annual report states that it converted Canara Pride to DP2. This makes Can Offshore's overlapping named-vessel listing a commercial-authority verification question.

26.172. Anglo-Eastern

Anglo-Eastern's evidenced AHTS capability is vessel management rather than ownership or immediately available charter capacity. Its offshore offering explicitly includes AHTS vessels. ■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■ ■■ ■■■■■■ ■■■■ ■■■■■■■■ ■■ ■■■■ ■■■■■ ■■■ ■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■

An owner can therefore evaluate a technical and crewing mandate without changing the vessel-owning arrangement. ■■■ ■■■■■■■■■■■■ ■■ ■■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■■ ■■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■■■■ ■■ ■■■ ■■■■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■ Outsourcing can address a defined management gap, but adds interfaces over maintenance priorities and employment commitments; retaining management internally remains preferable where the owner already has the required capability and wants direct control.

Sources & Evidence

1. Offshore Ship Management | Anglo-Eastern
   - Anglo-Eastern explicitly includes AHTS within its offshore vessel-management offering and describes anchor handling and supply-management expertise.
   - The page identifies training centers and its Maritime Academy as supporting resources, without establishing qualifications of a particular proposed AHTS crew.
   - Company verification: Anglo-Eastern explicitly includes AHTS within its offshore vessel-management offering.

2. An inside look at what a ship management company does
   - Anglo-Eastern describes its technical-management experience across offshore vessels and explains maintenance, repairs, dry-docking support and technical oversight.
   - Its service account distinguishes crew recruitment, training and rotation from other management functions. The proposed mandate and commercial authority remain contract-specific.

26.173. Ocean Yield AS

Ocean Yield AS participates in AHTS through asset ownership and long-term leasing, not an evidenced integrated offshore service offering. ▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ The relevant capability is structuring and maintaining financing around an operating counterparty's asset commitment.

▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪ ▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪▪ A project charterer should establish the operating and service counterparty instead of treating Ocean Yield's leased vessels as uncommitted hire inventory. The disclosed arrangements demonstrate a financing structure, not an open offer of additional AHTS funding or available capacity.

Sources & Evidence

1. BARECON 2017
   - BIMCO explains that bareboat access assigns possession, control and legal and financial responsibility to the charterer, which generally bears crew, maintenance and other operating obligations.
   - This is a reference allocation for evaluating the leasing model; Ocean Yield's actual agreements must be assessed separately.
2. Ocean Yield AS - Annual Report 2025
   - Ocean Yield's 2025 annual report identifies Andreas Viking and Odin Viking on charter to Viking Supply Ships and records extension to the fourth quarter of 2031 with an expiry purchase obligation.
   - The report records alignment of the associated AHTS financing maturity with the amended lease expiry. These are disclosed contractual arrangements, not a market forecast.
3. Ocean Yield - Q1 2023 Presentation
   - Ocean Yield's May 2023 presentation documents AHTS bareboat arrangements with Viking Supply Ships, supporting the distinction between asset leasing and an integrated crewed service.
   - Company verification: Ocean Yield's investor presentation documents AHTS bareboat arrangements with Viking Supply Ships AB for Far Senator and Normand Statesman.

26.174. Samba Marin AS

▪▪▪▪▪ ▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪ ▪▪▪ ▪▪▪▪▪▪▪▪▪ ▪▪▪▪▪▪▪▪ ▪▪ ▪▪▪▪▪▪ ▪▪▪▪▪ ▪▪ ▪▪▪▪ ▪▪▪▪▪▪▪▪ Its service description combines anchor handling with installation, retrieval, inspection and ROV-related support, backed by vessels equipped with

winches and cranes. This is a commercially distinct service proposition within the included Aquaculture application: a farm operator can evaluate a coordinated mooring-service package rather than assuming that vessel hire alone supplies every required function.

The vessel boundary remains important. ■■■■■ ■■■■■■■■■ ■■■ ■■■■■ ■■ ■ ■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■■ ■■ ■■ ■■■■■■■■■■■ ■■■■ ■■■■■■■■■■ ■■■ ■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■ ■■■ ■■■■■■■ ■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■ ■■■■■■■■■■ ■■■■■■ ■ ■■■■■ ■■■■■■■ ■■■■■■■ ■■ ■ ■■■■■■■■■■■ ■■■■■■■ ■■■ ■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■ ■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■■ ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■ Marketing terminology alone should not settle that choice.

Sources & Evidence

1. Fortøying og forankring (AHTS) - Samba Marin AS
   - Samba Marin markets aquaculture anchoring and mooring under an AHTS heading, including installation, retrieval, inspection and ROV-related services.
   - The company describes service vessels with winches and cranes. These are marketed service capabilities, not independently established project outcomes.
   - Company verification: Samba Marin markets aquaculture anchoring and mooring services under an AHTS heading.
   - Company verification: The company describes its own specialized service vessels; combined AHTS capability remains unestablished.
2. Fox Ocean - Samba Marin AS
   - Samba describes Fox Ocean as a steel workboat catamaran designed for work along the Norwegian coast.
   - This supports the coastal configuration distinction; equivalence to a differently configured offshore AHTS remains an assignment-specific verification question.

26.175. Ruhm Marine

Ruhm Marine markets Malaysian offshore vessel chartering, crew and management support, and consultancy for foreign vessel owners. Its substantive fleet catalog identifies AHTS offerings including Ruhm Pertama, Mazu xx.xx and Bridgewater-named vessels. ■■■■ ■■■■■■■■ ■■ ■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■ ■■■■■ ■■■■ ■■■■ ■■■■■■ ■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■ ■■■■■

Affiliate structure is central to counterparty diligence. ■■■ ■■■■■■ ■■■■ ■■■■■■ ■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■ ■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■ ■■■■ ■■■■■ ■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■ Consequently, branding, equity ownership and authority over employment should not be treated as the same fact.

A foreign owner can evaluate Ruhm for a Malaysian chartering and coordination mandate, provided the proposal establishes the operating entity, vessel rights, required local permissions and customer acceptance. ■■■ ■■■■■■■■■ ■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■■■■ ■ ■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■ ■■■■■■■■■ Direct negotiation with the vessel-owning entity may

simplify title diligence, but does not automatically supply the coordination services Ruhm markets.

Sources & Evidence

1. Kim Heng Ltd. Annual Report 2025: Remaining Strong
   - Kim Heng's 2025 annual report identifies a joint venture with Ruhm Marine and separately lists Ruhm Mazu, Ruhm Bridgewater Offshore and vessel-level companies with chartering or vessel-ownership activities.
   - The filing reports contractual control of relevant entities despite minority equity interests. It does not establish Ruhm Marine's direct ownership of all advertised vessels.
2. Ruhm Marine
   - Ruhm Marine markets Malaysian offshore chartering with crew and vessel-management support and consultancy for foreign vessel owners.
   - Its substantive fleet catalog identifies Ruhm Pertama, Mazu xx.xx and Bridgewater-named AHTS offerings, but does not independently establish direct ownership of every hull.
   - Company verification: Ruhm Marine's substantive fleet catalog markets Ruhm Pertama, Mazu xx.xx and Bridgewater-named vessels as AHTS.
   - Company verification: The catalog does not independently establish ownership of every listed hull.

26.176. World Carrier Shipmanagement

[redacted] Its published particulars describe DP2 positioning, anchor handling and towing equipment, supply functions, firefighting and oil-recovery notations, and a combined mechanical-electric drive arrangement. The commercial value of this disclosure is configuration visibility: a buyer can assess a named vessel against a combined offshore-support requirement rather than rely on the AHTS label alone.

Those particulars are not evidence of current charter availability, retained ownership or acceptance for every advertised function. [redacted] World Carrier's published Athens contact establishes a commercial point of contact, not a verified delivery and support network in every operating region.

Sources & Evidence

1. eCMID
   - IMCA's eCMID system provides standardized offshore-vessel inspection information and lets operators add comments and supporting material addressing findings.
   - This supports requesting inspection findings and responses during Defiant qualification; it does not establish that Defiant has a particular inspection result or customer approval.

2. World Carrier Shipmanagement - AHTS DP-2 Defiant
   - World Carrier Shipmanagement's Defiant particulars identify DP2, anchor handling and towing equipment, supply functions, firefighting and oil-recovery notations, and a combined mechanical-electric drive description.
   - The document provides an Athens commercial contact. Its particulars do not establish live charter availability or retained commercial control.
   - Company verification: World Carrier Shipmanagement publishes a company-hosted commercial document for the AHTS Defiant.
3. AHTS DEFIANT | World Carrier Corporation
   - World Carrier's vessel page separately markets Defiant and publishes its positioning, propulsion and mission-equipment particulars.
   - The named configuration supports preliminary screening, rather than proof of current certification or customer acceptance.

26.177. ENM Korea

[redacted] Its AHTS product page reports a multipurpose-vessel delivery in 2022 and describes a configuration intended for floating-platform maintenance, tanker mooring and single-point-mooring support, including supply, positioning and firefighting functions. This provides a specification-oriented lead for an oil-terminal or offshore asset owner; it is not evidence of immediately available crewed charter capacity.

The company also advertises construction locations in South Korea, Turkey and the United Kingdom, together with dedicated warranty-engineer support. [redacted] Named customer and hull references, the registered contracting entity, builder relationships and the warranty issuer must therefore be established before an acquisition commitment.

[redacted] If its role is limited to project coordination or subcontracting, a direct shipyard agreement may provide clearer delivery accountability. The reported delivery example supports preliminary supplier qualification, but does not establish current build capacity or the accountable construction role.

Sources & Evidence

1. ENM Korea - AHTS (Multi Purpose Vessel)
   - ENM Korea reports a multipurpose AHTS delivery in 2022 and describes floating-platform maintenance, tanker mooring and single-point-mooring support applications.
   - The page presents supply, positioning and firefighting features. It does not identify the accountable builder or establish current build commitments.
   - Company verification: The ENM Korea business-site product page presents an AHTS multipurpose-vessel delivery in 2022.
   - Company verification: The displayed vessel classification explicitly includes AHTS and supply functions.

2. ENM Korea - About Us
   - ENM Korea describes a turnkey engineering and manufacturing proposition for international shipbuilding clients.
   - This is the company's own service description, not independent proof of its prime-contractor responsibility for an AHTS order.
3. ENM Korea - Shipyard Facilities
   - ENM Korea advertises construction locations in South Korea, Turkey and the United Kingdom.
   - The geographic description does not settle ownership, control or assignment of construction responsibility for a proposed vessel.
4. ENM Korea - Warranty Support
   - ENM Korea markets warranty support with a dedicated warranty engineer and information on warranty requests.
   - This supports investigating after-delivery accountability, without establishing the warranty issuer or enforceable coverage of a particular acquisition.

26.178. Sadhav Shipping

Sadhav Shipping's relevant capability combines marketed offshore vessel services with an Indian port and shore-service organization. ■■■ ■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ These complementary functions can matter to an Indian project operator seeking coordination between offshore vessel employment and shore support, but they should not be presumed to form one automatically inclusive AHTS service package.

Vessel-specific qualification is particularly important. Sadhav's published Saroja Blessing particulars describe a DP1 AHTS configuration, whereas its fiscal 2024-2025 annual report records Canara Pride's conversion to DP2. ■■■ ■■■■■■■■■■■ ■■■■■■■■ ■ ■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■■ ■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■ ■ ■■■■■■■■ ■■■■■■■■■ ■■■■■■■■■■

A buyer should define the required hull, crew, logistics and specialist-response responsibilities, then reconcile retained ownership or charter rights and existing employment before award. Coordinated procurement may reduce interfaces when the required services are contractually included; separate contracting remains appropriate when port or response services belong to a different delivery package. ■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■

Sources & Evidence

1. Sadhav Shipping - Fleet
   - Sadhav markets AHTSV Saroja Blessing and Canara Pride in its offshore vessel catalog. Catalog inclusion does not establish live availability or ownership of every listed vessel.
2. Sadhav Shipping Limited - Annual Report FY 2024-2025
   - Sadhav's fiscal 2024-2025 annual report records Canara Pride's conversion to DP2, supporting vessel-specific comparison rather than a uniform company-level positioning assumption.

3. Sadhav Shipping - AHTSV Saroja Blessing Particulars
   - Sadhav's Saroja Blessing particulars identify an AHTS configuration with DP1 positioning, towing, anchor handling and supply-related equipment.
   - The published configuration supports a hull-specific comparison but does not establish present ownership, charter rights or live availability.
4. Sadhav Shipping - Services
   - Sadhav markets offshore logistics, Indian port-craft management and operation, and oil-spill response services.
   - These complementary offerings support evaluating coordinated procurement, but do not establish that every function is included in an AHTS charter or installed on every vessel.
5. Sadhav Shipping - Investor Presentation October 2023
   - Company verification: Sadhav's October 2023 company presentation records acquisition of AHTS Aadya in 2013.
   - Company verification: The presentation records historical deployment of AHTS Saroja Blessing.

26.179. Sealight Shipping Co

[redacted] Inc. in Saint Kitts and Nevis. Buyers should establish which entity signs the contract and which principal controls the nominated vessel rather than treating the related names as interchangeable counterparties.

The potential commercial value is coordination of charter access with UAE support. Sealight advertises crew changes, clearance, berthing arrangements, maintenance systems, and technical and crew management. [redacted]

Sources & Evidence

1. Sealight Shipping Co - Fleet
   - Sealight's fleet page labels Alsadd as an AHTS and Swissco Supplier and Hira II as managed AHTS vessels. These are company catalog representations, not independent confirmation of a retained charter mandate. ([sealightshipping.com](https://www.sealightshipping.com/fleet.html))
2. Sealight Shipping Co - About Us
   - Sealight's business description identifies a Dubai operation and names Sea Light Shipping & Offshore Co. Inc. as registered in Saint Kitts and Nevis. It advertises chartering, technical management, port agency, crewing, and logistics services. The contracting-entity verification requirement is an analytical implication. ([sealightshipping.com](https://www.sealightshipping.com/about.html))

3. Sealight Shipping Co - Services
   - Sealight advertises charter services, crew changes, arrival and departure formalities, UAE berthing arrangements, maintenance systems, technical management, and crew management. Evaluating these as a conditional coordination package does not establish independently verified delivery performance. ([sealightshipping.com](https://www.sealightshipping.com/services.html))
4. Sealight Shipping Co
   - Company verification: Sealight's substantive commercial catalog lists named AHTS vessels, including Hira II identified as managed.
   - Company verification: The company's business description identifies Dubai registration and a related Saint Kitts and Nevis business name.

26.180. Lanpan Pte Ltd

Lanpan Pte Ltd describes its capability as ownership, operation, and management of anchor-handling and towing tugs alongside cargo and water-carrying barges. Its company profile identifies a Singapore base, an Abu Dhabi operation, and offshore-construction service experience across the Middle East and Asia-Pacific. ■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■ ■■■ ■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■■ ■■■ ■■■■■■■■ ■ ■■■■■■■■ ■■■■ ■■■■■■ ■■■■■■■ ■■ ■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■■■

Lanpan xx.xx illustrates the specification issue. ■■■■■■■■ ■■■■■ ■■ ■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■ ■■ ■■ ■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■ ■■ ■■ ■■ ■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■ ■■■ ■■■■■■ ■■■ ■■■■■■■ ■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■ ■■■■■■■■■■■■■ ■■■■■■■■■■■ ■■ ■ ■■■■■■■■■■ ■■■■■■■ ■■■■ ■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■ ■■ ■■■ ■■■■■■■■■■■■■ ■■■■■■■■■■ ■■■■ ■ ■■■■■■■■■■■ ■■■■ ■■■■■■■■■■■■ ■■■■ ■■■■■ ■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■■■■ ■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■■■■ ■■■■■■■■■■■■ A changed mission or vessel nomination should trigger renewed qualification rather than reliance on the commercial label.

Sources & Evidence

1. Our Marine Spread - Petrofill Maritime
   - Petrofill's own marine-spread catalog markets Lanpan xx.xx as an AHTS. This supports the existence of a differing commercial description, not an independently authenticated current classification, ownership relationship, or exclusive chartering authority. ([petrofillmaritime.com](https://www.petrofillmaritime.com/our-marine-spread))
   - Company verification: Petrofill's inspected offering labels Lanpan xx.xx as AHTS; Lanpan's own dated announcement uses AHT terminology for that vessel.
2. Lanpan Pte Ltd | LinkedIn
   - Lanpan's company profile describes ownership, operation, and management of tugs, AHT vessels, and cargo and water-carrying barges. It identifies Singapore headquarters, an Abu Dhabi operation, offshore-construction service geographies, and supply-run specialties. These are company-described capabilities rather than vessel-specific customer approvals. ([sg.linkedin.com](https://sg.linkedin.com/company/lanpan-pte-ltd))

3. Lanpan Pte Ltd - April 3, 2017 Lanpan 28 charter announcement
   - Lanpan's April xx.xx 2017 announcement describes Lanpan xx.xx as an AHT departing for a charter near the Andaman Sea. The dated announcement establishes the historical description and commercial connection, not present availability or current supply capability. ([linkedin.com](https://www.linkedin.com/posts/lanpan-pte-ltd_03rd-april-2017-we-are-pleased-to-share-activity-xx.xx-vqLp))
   - Company verification: Lanpan Pte Ltd's April xx.xx 2017 company announcement records Lanpan xx.xx departing for a charter near the Andaman Sea.
   - Company verification: The company announcement describes Lanpan xx.xx as AHT rather than expressly AHTS.

26.181. DDW Offshore AS

DDW Offshore AS should be assessed as a former AHTS asset owner rather than an automatically available source of owned charter capacity. ■■■■■■■ ■■■■■■■■■■ ■■■ ■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■ ■■■■■■■■■■ ■■ ■■■ ■■■■■■■ ■■■■■■■■■ ■■■■■ ■■ ■■■■■■■■ ■■ ■■■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■ ■■ ■■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■■■ ■■ ■■■■■■■■ ■■ ■■■■■■■ ■■■■■■■■■■■ ■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■ ■■■■■ ■■ ■■■■■■■■ ■ ■■■ ■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■ DDW's company page assigns October xx.xx to the vessel sale, creating a date inconsistency without changing the corroborated owned-fleet exit.

The commercial consequence is to distinguish the vessel's continuing employment potential from DDW's ability to offer it. A historical DDW fleet entry is not evidence of a currently controlled hull. ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■■■■■■■ ■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■ ■■■■■■■■■ ■■■■■■■■■ ■■■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■■■ ■■■ ■■■■■■■■■■■ ■■■■■ ■■■■ ■■■ ■■■■■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■■■■■■■ ■■■ ■■■■■■■■ ■■■■■■■ ■■ ■■■■■■■■■■■ ■■■■■■■■ ■■ ■■■■■■■■■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■ ■■■ ■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■ ■■■■■■■■■■ ■■■ ■■■■■■■■■■■■ ■■■■■ ■■■■■■■ ■■■■ ■■■■■ ■■■■■■■■■■■ ■■■■■ ■■■■■■■■■

Sources & Evidence

1. 2020 Bulkers Ltd. (2020) - Issuance of Consideration Shares for Anchor Australia AS
   - The October xx.xx 2026 announcement confirms delivery of the shares in Anchor Australia AS to the acquiring group. It supports distinguishing the completed corporate transfer from the October xx.xx vessel delivery. ([2020bulkers.com](https://2020bulkers.com/mfn_news/2020-bulkers-ltd-2020-issuance-of-consideration-shares-for-anchor-australia-as/))
2. Akastor ASA: Sale of “Skandi Peregrino” by DDW Offshore
   - Akastor's October xx.xx 2026 mandatory disclosure identifies DDW Offshore AS as its subsidiary, confirms completion of the Skandi Peregrino sale, and states that this was DDW's final vessel sale, leaving it without remaining vessels. ([akastor.com](https://www.akastor.com/pressreleases/akastor-asa-sale-of-skandi-peregrino-by-ddw-offshore-5ffbf48e))
   - Company verification: Akastor's October xx.xx 2026 mandatory disclosure identifies DDW Offshore AS as its subsidiary and confirms completion of the Skandi Peregrino sale.
   - Company verification: The disclosure explicitly states that this was DDW's final vessel sale and that it had no remaining vessels after completion. ([akastor.com](https://www.akastor.com/pressreleases/akastor-asa-sale-of-skandi-peregrino-by-ddw-offshore-5ffbf48e))

3. About us - ddwoffshore.com
   - DDW's company page records completion of the Skandi Peregrino sale on October xx.xx 2026 and states that it has no remaining vessels. Its date differs from the seller's mandatory disclosure and the buyer's vessel-delivery disclosure, while its owned-fleet exit statement agrees with them. ([ddwoffshore.com](https://ddwoffshore.com/about-us/))
   - Company verification: DDW's company history identifies DDW Offshore AS, its former DOF Deepwater name, historical AHTS shipowning, and full Akastor ownership from October xx.xx 2020.
   - Company verification: The undated statement that Skandi Peregrino remains owned is superseded by the parent's October xx.xx 2026 completed-sale disclosure.
4. 2020 Bulkers Ltd. (2020) - Board Resolution to Approve the Issuance of Consideration Shares
   - The October xx.xx 2026 buyer-side announcement confirms delivery of Skandi Peregrino to Anchor Australia AS that day and separately describes the subsequent acquisition of Anchor Australia's shares as expected on October xx.xx 2026. ([2020bulkers.com](https://2020bulkers.com/mfn_news/2020-bulkers-ltd-2020-board-resolution-to-approve-the-issuance-of-consideration-shares/))

27. Companies Covered

Table 658. Global Anchor Handling Towing Supply Vessel Market, Companies Covered

Company
2020 Bulkers Ltd.
A. A. Turki Group (ATCO)
ABS Marine Services Limited
AD Ports Group
ADNOC Logistics & Services Plc
Aedes Energia Ltd.
African Marine Solutions
Al Fattan Marine Services
Al Mataf Shipping LLC
Al Mutawa Marine Works LLC
Alam Maritim Resources Berhad
Allianz Middle East Ship Management LLC
Amcar Energies Services
Anglo-Eastern
Arabian Gulf Mechanical Services & Contracting Co. K.C.S.C.
Arena Denizcilik A.Ş.
Ariosh
Arova Offshore Holdings (Pty) Ltd
Arrow Marine Logistics Services
Arya Javid
Astilleros Armón
Astilleros de Venezuela, C.A.
Astro Offshore
Astromarítima Navegação
Atlantic Logistic Services, Lda
Atlantic Towing Limited
Atlas Shipyard
Augusta Offshore S.p.A.
Aurora Offshore
Awaritse Nigeria Limited

Table 658 - continued

Company
Bhagwan Marine
BOA Offshore
Borealis Maritime
Boskalis
BOURBON
Bourbon Guyana
Breakwater Group
Breeze Ship Design
Britoil Offshore Services Pte Ltd
Brodospas
C&I Leasing Plc
Camorim
Can Offshore Private Limited
Caspian Marine Services B.V.
Caspian Offshore Construction LLP
Caverton
Cemre Shipyard
CH Offshore Ltd.
China Oilfield Services Limited
CINTRA
Coremar
Cotemar S.A. de C.V.
Cyan Renewables
Damen Shipyards Group
DDW Offshore AS
Delta Logistics Limited
DOF Group ASA
DOIG Marine SAC
DP World
Duta Marine Sdn Bhd
E.A. Temile and Sons Development Company of Nigeria Limited
Eastern Navigation Pte Ltd

Table 658 - continued

Company
Eastern Shipbuilding Group, Inc.
Edison Chouest Offshore
EDT Offshore
ENM Korea
Epsilon Navigation
FEMCO Group
Focal Marine & Offshore
Fujian Southeast Shipbuilding
GAC Marine
Galáxia Marítima
Garolla Group
Gazprom Flot
Gazprom Shelfproekt
GH Offshore Ltd
Ghantoot Offshore Marine Industries
Global Offshore Services Limited
Go Offshore Pty Ltd
Greatship (India) Limited
Green Offshore SAC
Grupo TMM, S.A.B.
GSP Offshore
Hadi Hamad Al Hammam Group
Hai Duong Petroleum and Marine Corporation
Harren & Partner Services México, S.A.P.I. de C.V.
Havila Shipping ASA
HD Hyundai Mipo
Horizon Maritime Services Ltd.
InterOil Group
Island Offshore
ISOICO
Istanbul Shipyard
Japan Marine United Corporation

Table 658 - continued

Company
Jasa Merin (Malaysia) Sdn Bhd
JD-Contractor A/S
Jianglong Shipbuilding Co., Ltd.
Jifmar Group
Kim Heng Limited
Kongsberg Maritime
Kuwait Oil Tanker Company S.A.K.
Lanpan Pte Ltd
LATC Marine
Lianson Fleet Group Berhad
Maast Maritime Kenya Ltd.
Maersk Supply Service Brazil
Marco Polo Marine
Maridive
Marinsa de México, S.A. de C.V.
Marlin Navegação S.A.
Marnavi
Marítima del Golfo de México y Subsidiarias para el Petróleo, SA de CV.
Max Marine Group
MCT Inc.
Medelen Shipping
Mexiship Ocean CCC, S.A. de C.V.
Miclyn Express Offshore
Milaha
Misr Gulf
MLog S.A.
Mubarak Marine LLC
Muliceiro Serviços Marítimos Ltda.
Nam Cheong Limited
Nantong CIMC Sinopacific Offshore & Engineering Co., Ltd.
Navegación Costa Fuera, S.A. de C.V.
Northstar Marine

Table 658 - continued

Company
Ocean Marine Egypt (S.A.E)
Ocean Yield AS
OceanPact Serviços Marítimos S.A.
Oceânica
Offshore Aviation Group
Olympic Subsea ASA
One Marine Shipping (M) Sdn. Bhd.
Overseas Marine Logistics
PACC Offshore Services Holdings Ltd.
Pacific Radiance Ltd.
Pan Marine Group
PaxOcean Engineering Pte Ltd
Perdana Petroleum Berhad
Petro Borna
Petrofill Maritime (M) Sdn. Bhd.
Petromar Quantum Services
PetroMarine Offshore Projects Support Co.
POSEIDON
Posidonia
PT Baruna Raya Logistics
PT Cakra Bahana
PT Cakra Manunggal Semesta
PT Duta Marine
PT Logindo Samudramakmur Tbk
PT Pelayaran Nasional Ekalya Purnamasari Tbk
PT Pelayaran Tamarin Samudra Tbk
PT Sillo Maritime Perdana Tbk
PT Wintermar Offshore Marine Tbk
PTSC
Rawabi Vallianz Offshore Services
Remontowa Holding
Rio Navegação

Table 658 - continued

Company
RJG Construction
Robert Allan Ltd.
Rosetti Marino
Royal IHC
Ruhm Marine
Sadhav Shipping
SADRA Shipyard
Salt Ship Design
Samba Marin AS
Samson Maritime
Seal Offshore Inc.
Seacontractors
SEACOR Marine Holdings Inc.
Sealight Shipping Co
Sealink International Berhad
Seatow Marine, S.A.P.I. de C.V.
Servicios Marinos del Sureste, S.A. de C.V.
Servicios y Apoyos Marítimos, S.A. de C.V.
Shipping Corporation of India
Ships and Boats Oil Services
Siem Offshore AS
Silver Shipping Caspian
Simon Møkster Shipping
Sogakai Sarl
Solstad Maritime ASA
Solstad Offshore ASA
Stanford Marine
Starnav
Starzs Investments Company Limited
Tamrose Limited
Tenax Marine Limited
Tidewater Inc.

Table 658 - continued

Company
Transhipp
Ulstein Group
Ultratug
United Offshore Support GmbH
Vallianz Holdings Limited
Van Stee Offshore
Vantris Energy Berhad
Vard Group AS
Viking Supply Ships AB
West African Ventures Limited
World Carrier Shipmanagement
Zamakona Yards
Zamil Offshore Services Company
Zhejiang Shipbuilding Co., Ltd.

Sources & Evidence

1. Tidewater Inc. - 2025 Form 10-K
   - Company verification: Tidewater Inc.'s 2025 Form xx.xx-K identifies continuing AHTS operations across its service regions and reports xx.xx operated AHTS vessels at December xx.xx 2025.
   - Company verification: The filing distinguishes AHTS operations from PSV and other vessel activities.
2. BOURBON strengthens its fleet: 13 new vessels worth over $180 million, with 10 vessels already under contract
   - Company verification: BOURBON's April xx.xx 2026 announcement identifies a completed AHTS acquisition and the reactivation of two additional AHTS vessels.
   - Company verification: These events corroborate continuing group-level AHTS participation.
3. DOF Integrated Annual Report 2025
   - Company verification: DOF's integrated annual report establishes continuing group-level AHTS fleet activity and identifies AHTS portfolio transactions announced after the 2025 balance-sheet date.
   - Company verification: Announced vessel purchases and disposals are distinguished from completed transactions.
4. China Oilfield Services Limited - Interim Results Announcement for the Six Months Ended 30 June 2026
   - Company verification: China Oilfield Services Limited's August xx.xx 2026 interim results establish current marine-support operations that include AHTS.
   - Company verification: The filing separately reports AHTS operating activity for the six months ended June xx.xx 2026, establishing substantial category-specific commercial participation.
5. Perdana Petroleum Berhad - Q4 FY2025 Analyst Briefing Deck, 12 February 2026
   - Company verification: Perdana Petroleum Berhad's February xx.xx 2026 presentation identifies eight AHTS vessels and provides their names.
   - Company verification: The presentation identifies Perdana Nautika as an acquired operating subsidiary and Perdana Petroleum as a subsidiary of Dayang Enterprise Holdings.

6. THE COMPANY - Aurora Offshore
   - Company verification: Aurora Offshore's company page identifies Aurora Offshore AS as a Norwegian commercial and technical vessel manager with a global chartering network.
   - Company verification: The page identifies Borealis Maritime Group and Siem Offshore AS as its two largest shareholders.
   - Company verification: Aurora Offshore's own company description identifies Siem Offshore AS as one of its two largest shareholders.
   - Company verification: Aurora Offshore identifies Borealis Maritime Group as a major shareholder and describes the Borealis shipping and investment-management businesses.
   - Company verification: This supports an investment and management relationship, not ownership of every Aurora-managed vessel.
7. SIEM Shipping Completes Offshore Fleet Transition to Aurora Offshore
   - Company verification: The Siem group's July xx.xx 2025 announcement states that operational management of an offshore fleet, including four AHTS vessels, had transferred to Aurora Offshore.
   - Company verification: The announcement expressly distinguishes retained Siem-group ownership from Aurora's operational management.
   - Company verification: The completed management transfer establishes Aurora's actual AHTS operating-management role, rather than generic management capability.
   - Company verification: The transferred fleet included four AHTS vessels.
8. Solstad Maritime ASA - Contract awards for 2 AHTS vessels in the APAC region
   - Company verification: Solstad Maritime's September xx.xx 2026 announcement identifies firm contracts for Normand Scorpion and Normand Saracen.
   - Company verification: The announcement specifies expected commencement in the second and third quarters of 2027; these awards are not evidence that the new assignments had already commenced.
   - Company verification: Solstad Maritime ASA announced firm contracts for the AHTS vessels Normand Scorpion and Normand Saracen on September xx.xx 2026.
9. Vallianz Holdings Limited - Annual Report 2025
   - Company verification: Vallianz's 2025 annual report provides an AHTS fleet schedule dated March xx.xx 2026.
   - Company verification: The report separately identifies its equity investment in Rawabi Vallianz Offshore Services, rather than treating that business as a wholly owned subsidiary.
   - Company verification: The filing identifies Rawabi Vallianz Offshore Services Company Limited and reports Vallianz's xx.xx% equity interest at December xx.xx 2025.
   - Company verification: This resolves the disclosed minority-investment relationship but does not allocate individual AHTS vessels or contracts to the operating company.
10. Anchor Handling Tug Supply Vessels - The Greatship Group
    - Company verification: Greatship's current canonical business site maintains a dedicated AHTS commercial fleet offering.
    - Company verification: This replaces the inaccessible beta-site binding for the same Greatship business, without creating another identity.
11. Jianglong Shipbuilding Held Keel-Laying Ceremony for SPA65 AHTS Vessel
    - Company verification: Jianglong's September xx.xx 2026 announcement establishes active construction of the SPA65 AHTS project.
    - Company verification: The official English page identifies Jianglong Shipbuilding Co., Ltd. in its company footer.
    - Company verification: Construction commencement is established; completed delivery is not.
    - Company verification: Jianglong announced a keel-laying ceremony for its SPA65 AHTS project on September xx.xx 2026.
    - Company verification: The announcement establishes complete-vessel construction participation.

12. Offshore - Marnavi
    - Company verification: Marnavi's offshore fleet page explicitly lists Ievoli Grey, Ievoli Black, and Ievoli Blue as AHTS, separately from AHT and other vessel categories.
    - Company verification: Its footer identifies Marnavi SpA and an Italian tax registration, supporting the company-level binding of the commercial brand.
    - Company verification: The summary fleet total and displayed named roster still require reconciliation before capacity analysis.
    - Company verification: Marnavi's official offshore fleet page explicitly identifies AHTS vessels including Ievoli Grey, Ievoli Black, and Ievoli Blue, separately from AHT and other vessels.
13. Fleet - Breakwater Group
    - Company verification: Breakwater Group's fleet page identifies Atlantic Ranger as a DP2 multipurpose AHTS.
    - Company verification: The commercial offering identifies offshore mining, jack-up rig, installation-support, and subsea-support roles and a Namibian business contact.
    - Company verification: Breakwater Group's official Namibian fleet page identifies Atlantic Ranger as a multi-purpose AHTS vessel.
    - Company verification: The page markets offshore support capabilities and identifies the company's Lüderitz contact location.
14. Anchor Handling Tug Supply Vessel (AHTS) - Focal Marine & Offshore
    - Company verification: Focal Marine & Offshore maintains a dedicated complete-AHTS design portfolio on its own commercial site.
    - Company verification: The page identifies the Focal Marine & Offshore business name and Singapore contact location, supporting reporting at the observed commercial-brand level.
15. FUTURE FIT FOR THE OFFSHORE OIL & GAS SECTOR - AMSOL
    - Company verification: AMSOL's May xx.xx 2023 account identifies an AHTSV Umkhuseli charter supporting Azinam's South African offshore project.
    - Company verification: The account establishes historical direct AHTS service delivery, not an October 2026 retained-fleet conclusion.
16. Sustainability - AMSOL
    - Company verification: AMSOL's sustainability page establishes a South African-owned marine-services business and records its acquisition of SMIT Amandla Marine's business in 2016.
    - Company verification: The page provides current corporate context but does not establish a currently retained qualifying AHTS roster.
17. HD Hyundai Heavy Industries and HD Hyundai Mipo Merge Plan Approved at Extraordinary General Meetings-Integrated HD Hyundai Heavy Industries to Launch in December
    - Company verification: HD Hyundai Heavy Industries' October xx.xx 2025 announcement records shareholder approval of its merger with HD Hyundai Mipo.
    - Company verification: The announcement scheduled the integrated company's launch for December xx.xx 2025.
18. Hyundai Completes Consolidation of Ulsan Shipbuilding Yards
    - Company verification: The December xx.xx 2025 news report corroborates completion of the Hyundai Heavy Industries and Hyundai Mipo consolidation on that date.
    - Company verification: The event creates a current reporting-identity conflict for treating the protected HD Hyundai Mipo title as an independent continuing company.

19. Group Companies - Stanford Marine Group
    - Company verification: Stanford Marine Group's current business presentation identifies Stanford Marine among its businesses and links Allianz Middle East within its group-company presentation.
    - Company verification: The presentation supports a relationship requiring reporting-level reconciliation, not a current allocation of each company's AHTS vessels.
    - Company verification: Stanford Marine Group's group-company page includes Allianz Middle East.
    - Company verification: The page does not establish independent fleet ownership or eliminate possible overlap with Stanford Marine.
20. Integrated Logistics - ADNOC Logistics & Services
    - Company verification: ADNOC Logistics & Services' current integrated-logistics offering expressly includes AHTS within its owned and operated offshore fleet.
    - Company verification: The offering establishes direct offshore logistics participation rather than an adjacent shipping capability alone.
21. Anchor Handling Towing Supply Vessels - Tidewater
    - Company verification: Tidewater directly markets an Anchor Handling Towing Supply Vessel fleet for offshore towing, anchor handling, rig support, and supply services.
22. AHTS | Bourbon
    - Company verification: BOURBON's official fleet page identifies AHTS vessels as part of its offshore support offering.
    - Company verification: The offering covers continental-shelf and deepwater environments and includes supply capability.
23. Skandi Iguaçu | DOF
    - Company verification: DOF's official fleet catalog identifies Skandi Iguaçu as an Anchor Handling Tug Supply vessel.
24. DOF Group ASA - Closing of the acquisition of Maersk Supply Service and share capital increase
    - Company verification: DOF Group ASA announced completion of its Maersk Supply Service acquisition on November xx.xx 2024.
    - Company verification: The acquired company was renamed DOF Denmark A/S on that date.
25. Solstad Offshore ASA: Contract Update for Normand Turquesa
    - Company verification: Solstad Offshore ASA's May xx.xx 2025 announcement identifies an AHTS contract award for Normand Turquesa with Petrobras, subject to board approval.
26. Solstad Maritime ASA
    - Company verification: Official Solstad materials identify Solstad Offshore ASA and Solstad Maritime ASA as separate shipowning structures with different ownership structures.
    - Company verification: Official Solstad materials identify Solstad Maritime ASA as a distinct shipowning structure.
    - Company verification: Solstad Shipping AS, owned by Solstad Maritime, holds the Document of Compliance for vessels owned or controlled by the Solstad companies.
27. Anchor Handling Tug Supply (AHTS) - Sea1 Offshore
    - Company verification: Sea1's official AHTS fleet page separately identifies owned AHTS vessels and managed Viking vessels.
    - Company verification: Viking-branded AHTS vessels appear in Sea1's managed-vessel list, establishing a management overlap requiring vessel-level attribution.
28. Information regarding the name change to all stakeholders
    - Company verification: The company states that Siem Offshore Inc. changed its name to Sea1 Offshore Inc. on May xx.xx 2024.
    - Company verification: The announcement distinguishes vessels transferred to Siem ownership from Sea1-owned vessels.
    - Company verification: The announcement identifies Siem Opal, Siem Pearl, and Siem Topaz among vessels transferred to separate Siem ownership.

29. Modern Slavery and Transparency Statement - Siem Industries
· Company verification: Siem Industries identifies Siem Offshore AS as an indirect Norwegian subsidiary whose subsidiaries own offshore vessels chartered to the offshore services industry.
30. Offshore - Siem Shipping
· Company verification: The Siem group's offshore fleet catalog identifies Siem Opal, Siem Pearl, and Siem Topaz as AHTS vessels.
31. Viking Supply Ships - Chartering & fleet
· Company verification: Viking Supply Ships AB's official chartering page lists named AHTS vessels and North Sea spot-market and term-charter offerings.
· Company verification: The page identifies Sea1 as a chartering contact.
32. ECO | Offshore Service and Supply Vessels
· Company verification: Edison Chouest Offshore directly identifies AHTS vessels within its commercial offshore fleet.
· Company verification: Its AHTS offering includes towing, mooring, and supplying deepwater rigs.
33. Anchor Handling Tug Vessel / Supply Vessel | DP World
· Company verification: DP World's maritime-solutions offering includes a dedicated Anchor Handling Tug Vessel / Supply Vessel page within its fleet presentation.
34. Our Fleet | Cyan Renewables
· Company verification: Cyan's official fleet catalog lists MMA Crystal, MMA Vision, MMA Monarch, MMA Majestic, and MMA Coral as AHTS vessels.
35. MMA Offshore rebrands to Cyan Renewables
· Company verification: The July xx.xx 2025 company announcement states that MMA Offshore officially rebranded as Cyan Renewables following its acquisition.
36. POSH Corporate Brochure
· Company verification: The official brochure identifies PACC Offshore Services Holdings Ltd. as a member of Kuok Maritime Group.
· Company verification: It identifies offshore marine activities and customer operations across Asia, the Middle East, and Latin America.
37. Integrated Logistics - ADNOC Logistics & Services
· Company verification: ADNOC Logistics & Services identifies AHTS vessels within its owned and operated offshore logistics fleet.
38. Milaha Fact Sheet 2024
· Company verification: Milaha's official fact sheet identifies AHTS, DP1 AHTS, and DP2 AHTS within its offshore fleet.
39. GAC Marine Fleet List
· Company verification: GAC Marine's official fleet list separately identifies anchor-handling supply vessels and anchor-handling tugs.
· Company verification: Its anchor-handling supply entries include vessels deployed in Africa and the Arabian Gulf.
40. Zamil Offshore - Our Fleet / AHTS
· Company verification: Zamil Offshore's official AHTS fleet page identifies Zamil xx.xx within its AHTS offering.
41. Our Fleet - Stanford Marine
· Company verification: Stanford Marine states that it owns and operates offshore support vessels, including AHT and AHTS vessel classes.
42. Anchor Handling Tug Supply Vessels - The Greatship Group
· Company verification: The Greatship official fleet catalog has a dedicated Anchor Handling Tug Supply Vessels page.
· Company verification: The company site identifies Greatship (India) Limited.

43. Perdana Petroleum - Management Presentation
    - Company verification: Perdana's May xx.xx 2025 management presentation identifies its AHTS fleet and AHTS contracts.
44. We are Vallianz
    - Company verification: Vallianz identifies anchor-handling tugs with supply capabilities within its company and associated-company offshore vessel offering.
45. Vallianz Holdings Limited - Annual Report 2023
    - Company verification: Vallianz Holdings Limited's annual report identifies an AHTS fleet category and the vessel Vallianz Titan.
46. Nam Cheong secures additional multi-year OSV charter contracts
    - Company verification: Nam Cheong's April xx.xx 2025 company announcement identifies AHTS charter contracts for deployment in Malaysia and Thailand.
47. Nam Cheong Limited - Annual Report 2024
    - Company verification: Nam Cheong Limited's annual report identifies AHTS participation through vessel chartering and shipbuilding.
    - Company verification: The report identifies chartering subsidiaries and the group's offshore vessel business.
48. Maridive AHTS
    - Company verification: Maridive's official fleet offering identifies several AHTS vessel series.
    - Company verification: The page identifies fleet management activity in the Mediterranean, Red Sea, North and West Africa, Caspian Sea, and Brazil.
49. OceanPact e CBO anunciam combinação de negócios
    - Company verification: The February xx.xx 2026 company announcement identifies OceanPact Serviços Marítimos S.A. and the planned incorporation of CBO Holding.
50. OceanPact CBO: business combination expands operating capabilities and strengthens leadership in the maritime sector
    - Company verification: The company's September 2026 communication describes completion of the OceanPact/CBO business combination and the combined OceanPact CBO business.
51. Visão Geral - OceanPact RI
    - Company verification: OceanPact's official corporate history identifies its acquisition of AHTS vessels and the subsequent combination with CBO.
52. AHTS & OSRV Offshore Fleet | MCT Inc
    - Company verification: MCT's official AHTS and OSRV fleet page markets anchor-handling, platform-support, and towing operations across Brazil and West Africa.
53. Anchor Handling Tug Supply Vessels - Damen
    - Company verification: Damen directly offers complete Anchor Handling Tug Supply vessels.
    - Company verification: Damen identifies Brodospas as a recipient of AHTS xx.xx vessel deliveries; the page does not establish current retained ownership.
    - Company verification: Damen identifies Garolla Group as a recipient of AHTS xx.xx vessel deliveries; the page does not establish current retained ownership.
54. Vard 2-Series Anchor Handling Tug Supply Vessels
    - Company verification: Vard Group AS directly offers its Vard xx.xx-Series AHTS vessel designs.
55. Anchor Handling & Tugs | Ulstein Group
    - Company verification: Ulstein directly presents an AHTS vessel-design portfolio, distinct from its oceangoing tug portfolio.
56. PaxOcean - 8,000 BHP Anchor Handling Tug Supply Vessel
    - Company verification: PaxOcean Engineering Pte Ltd's official product document presents a complete Anchor Handling Tug Supply vessel offering.

57. MEO Corporate Profile
    - Company verification: Miclyn Express Offshore's older official corporate profile identifies AHTS within its offshore support vessel offering.
    - Company verification: Miclyn's July 2021 corporate profile directly lists named AHTS vessels, including MEO Sovereign, MEO Monarch, Miclyn Emperor, and Miclyn Empress vessels.
    - Company verification: The profile also includes Uniwise-named vessels, requiring affiliated-fleet attribution rather than automatic creation of another competitor.
58. LATC Marine | What we do
    - Company verification: LATC Marine's official services page identifies its offshore marine support business; current AHTS qualification is not established by this evidence.
59. AD Ports Group and National Marine Dredging Group to Establish SAFEEN Surveys and Subsea Services
    - Company verification: AD Ports Group's June xx.xx 2022 announcement identifies its participation in an offshore survey and subsea-services venture with NMDC.
    - Company verification: This establishes an offshore-services business connection, not a current AHTS vessel roster.
60. Fleet | SEACOR Marine
    - Company verification: SEACOR Marine's retrievable fleet menu lists an Anchor Handling Towing Supply Vessel category.
    - Company verification: The menu alone does not establish retained current AHTS ownership or operations.
61. Our Services | Atlantic Towing
    - Company verification: Atlantic Towing identifies Atlantic Eagle and Atlantic Raven as AHTS vessels on long-term Canadian Coast Guard contracts.
62. About Us | Atlantic Towing
    - Company verification: The company identifies itself as Atlantic Towing Limited, headquartered in Saint John, New Brunswick.
63. Vessels | Horizon Maritime
    - Company verification: Horizon Maritime's commercial fleet page identifies Horizon Arctic as an Anchor Handling Tug Supply vessel.
64. Federal corporation information - 1548452-9 - Corporations Canada
    - Company verification: Corporations Canada identifies HORIZON MARITIME SERVICES LTD., corporation xx.xx-xx.xx as active and non-distributing.
65. Offshore Support Vessels - Robert Allan Ltd.
    - Company verification: Robert Allan Ltd.'s official offshore support vessel design offering includes Anchor-Handling Tug/Supply Vessels.
66. 2020 Bulkers Ltd. - Results for the First Quarter of 2022
    - Company verification: The company's report identifies 2020 Bulkers Ltd. as incorporated in Bermuda on September xx.xx 2017.
67. 2020 Bulkers Ltd. (2020) - Transaction Update
    - Company verification: The October xx.xx 2026 announcement states that 2020 Bulkers completed its acquisition of AHTS AS and thereby established control of an AHTS fleet.
68. Specialized Vessels - Marinsa | Soluciones Marítimas Integrales
    - Company verification: Marinsa's specialized-vessel offering explicitly includes AHTS/tugboats.
    - Company verification: The page identifies MARINSA DE MÉXICO S.A. DE C.V.

69. PEMEX - Fallo del Concurso GCMCLM-822-2023-PCON-95641-1-AHTS-140
    - Company verification: Mexiship's TC QUEEN AHTS-service proposal passed the commercial, technical, and economic evaluations in 2023.
    - Company verification: Marinsa's joint AHTS-service proposal passed technical evaluation but failed commercial evaluation.
    - Company verification: Seatow Marine is identified as a joint AHTS-service bidder.
    - Company verification: Servicios Marinos del Sureste is identified as a joint AHTS-service bidder.
    - Company verification: Navegación Costa Fuera registered interest but did not submit a proposal.
    - Company verification: Servicios y Apoyos Marítimos registered interest but did not submit a proposal.
    - Company verification: Harren & Partner Services México is recorded as not submitting a proposal.
70. Mexiship (History) - Mexiship Services
    - Company verification: Mexiship's business materials describe AHTS fleet participation, vessel chartering, cross-chartering, and management serving the Gulf of Mexico.
71. ORION I - Cotemar Vessel Specifications
    - Company verification: Cotemar's ORION I brochure names Cotemar S.A. de C.V. as the Mexican owner and gives the vessel an AHTS class designation.
    - Company verification: The brochure identifies ORION I by IMO number xx.xx.
72. Embarcaciones - Arrow Marine Logistics Services (AMLS)
    - Company verification: Arrow Marine Logistics Services offers offshore vessel chartering that expressly includes AHTS.
    - Company verification: The page identifies a headquarters office in Ciudad del Carmen, Campeche, Mexico.
73. Grupo TMM, S.A.B. - Informe Anual 2024
    - Company verification: Grupo TMM's 2024 report describes offshore logistics, supply, and anchor-handling tug activities and presents its operated fleet as of March xx.xx 2025.
    - Company verification: The roster includes chartered vessels, requiring separation of ownership from commercial operation.
    - Company verification: The report states that the former TMMDM changed its name to Marítima del Golfo de México y Subsidiarias para el Petróleo, SA de CV.
    - Company verification: It states that the maritime-services agreement with TMMDM ended in August 2022.
74. Keith Cowan - Eastern Shipbuilding Group, Inc.
    - Company verification: Eastern Shipbuilding Group, Inc.'s portfolio classifies Keith Cowan as an AHTS complete-vessel rebuild for SEACOR Marine.
    - Company verification: The page identifies the company as a U.S. shipbuilder.
    - Company verification: The delivery table gives 2017, while the narrative gives October xx.xx 2012.
75. Acquisition of 265' OAG Navigator; Establishes Honolulu, Hawaii as New Home Port - Offshore Aviation Group
    - Company verification: Offshore Aviation Group announced acquisition of the offshore support vessel OAG Navigator in February 2026 and a Honolulu home port.
    - Company verification: The announcement identifies existing U.S. Navy and NOAA contract work but does not explicitly establish AHTS classification.
    - Company verification: The acquisition announcement identifies Northstar Marine as the seller of OAG Navigator.
76. Sea1 Offshore Inc. Annual Report 2025
    - Company verification: The 2025 report identifies Sea1 Offshore Canada Inc., Sea1 Offshore Canada LP, and Secunda Holdings LP as wholly owned Canadian subsidiaries.
    - Company verification: Its regional fleet presentation includes Avalon Sea in Canada and Canadian offices in St. John's and Halifax.

77. SEACOR Marine Holdings Inc. - 2025 Annual Report
    - Company verification: SEACOR's 2025 annual report states that it has had no AHTS vessels in its active fleet since the third quarter of 2025.
    - Company verification: The report documents historical AHTS fleet participation and 2024 vessel dispositions.
78. Services - Tidewater
    - Company verification: Tidewater's services page explicitly offers AHTS anchor handling, towing, and positioning services.
    - Company verification: It states harsh-environment experience involving Greenland and Canada.
79. Frota de Embarcações de Apoio Marítimo no Brasil - Agosto 2025
    - Company verification: Starnav grouping includes AHTS Normand Ferking and Normand Sagaris.
    - Company verification: Marlin Navegação S.A. owns AHTS Marlin Copacabana.
    - Company verification: Oceânica grouping includes named AHTS vessels.
    - Company verification: Transhipp grouping includes Maersk Maker AHTS and Beta Juniz OSRV/AHTS.
    - Company verification: Astromarítima Navegação owns Atlas Z AHTS.
    - Company verification: Augusta Offshore owns AHTS in Asso Marítima's grouping.
    - Company verification: MLog S.A. owns AHTS Geonisio Barroso.
    - Company verification: Maersk's Brazilian grouping includes named AHTS vessels.
    - Company verification: Coxon Tide: AHTS, with a TDW owner.
    - Company verification: Atlantic Kingfisher's listed owner is Atlantic Towing Ltd.
    - Company verification: Rio Navegação lists Linde-G as PSV.
80. Frota - Starnav - Soluções Offshore
    - Company verification: The company publishes its Starnav commercial fleet catalog, primarily identifying PSV offerings.
81. ANTAQ - Navegação Marítima - Empresas Autorizadas: MARLIN NAVEGACAO S.A.
    - Company verification: The regulator identifies MARLIN NAVEGACAO S.A. in Rio de Janeiro and records maritime-support and port-support authorizations.
82. Frota - Galáxia Marítima
    - Company verification: Galáxia Marítima markets AHTS among its offshore vessel offerings for Brazilian petroleum basins and lists named vessels in its fleet.
83. Fleet | Posidonia
    - Company verification: The official fleet catalog identifies Atlantic Kingfisher as AHTS/ORSV and GH Explorer as a chartered AHTS/OSV.
    - Company verification: The catalog distinguishes own, chartered and managed fleets.
84. PSV | AHTS | OSRV - Camorim
    - Company verification: Camorim's commercial vessel page explicitly classifies Atlântico as AHTS, separately from its PSV and OSRV offerings.
85. DCedicao08042025 - Diário Comercial
    - Company verification: Published corporate financial statements describe MLog's AHTS bareboat-chartering activity and its jointly controlled Asgaard Bourbon offshore business.
86. DOF completes acquisition of Maersk Supply Service
    - Company verification: The November xx.xx 2024 closing announcement establishes the acquisition of Maersk Supply Service A/S, renamed DOF Denmark A/S.
    - Company verification: The transaction expressly excludes MSS's operations in Brazil.
    - Company verification: MSS's Brazilian operations were excluded from DOF's acquisition, supporting investigation of a separately retained Brazilian business.
87. Frota de Embarcações de Apoio Marítimo no Brasil
    - Company verification: An earlier association fleet report includes a foreign-flag AHTS under Rio Navegação.

88. First Guyanese Offshore support vessels operator | Bourbon
    - Company verification: The April xx.xx 2023 announcement establishes a Guyanese-majority joint venture with Tethys Marine & Logistics and a fleet including AHTS.
    - Company verification: BOURBON announced a retained minority interest in the locally majority-owned Bourbon Guyana joint venture.
89. Energies: A new ecosystem | Bourbon Partnership
    - Company verification: The affiliate account names AHTS Bourbon Liberty xx.xx and Bourbon Liberty xx.xx and describes Guyana offshore-support services.
    - Company verification: Its fleet account references early-2024 activity and is not treated as an October 2026 ownership schedule.
    - Company verification: The company describes its Guyana affiliate's AHTS services, supporting a regional business relationship requiring separate vessel attribution.
90. Grupo Coremar /// Barcos
    - Company verification: Coremar's fleet page lists Don Saverio as AHTS DP2 and markets offshore energy-support services in Colombia and the Caribbean.
91. Flota - ULTRATUG
    - Company verification: Ultratug's official fleet catalog includes AHTS and identifies its headquarters in Santiago, Chile.
    - Company verification: Its stated regional network is not taken as vessel-specific AHTS deployment evidence.
92. KODIAK ISLAND
    - Company verification: The Kodiak Island document classifies the vessel as OSV/AHTS and names Green Offshore SAC as operator.
    - Company verification: The operator's Kodiak Island document names DOIG Marine SAC as owner of the OSV/AHTS vessel.
93. CINTRA
    - Company verification: CINTRA markets an AHTS offshore-support fleet comprising Bremen Hunter, Tiger and Audax II.
    - Company verification: Its stated services combine towing, anchor handling and supply.
94. Cintra
    - Company verification: The English-language company page describes CINTRA's own offshore tug/supply AHTS/OSV fleet.
95. Experiencia Costa Afuera - Astivenca
    - Company verification: ASTIVENCA identifies itself as Astilleros de Venezuela, C.A. and describes supplying named AHTS vessels for Campo Dragón drilling support.
96. About Us - Delta Logistics Limited
    - Company verification: The company identifies Delta Logistics Limited as a marine contractor headquartered in Carenage, Trinidad.
    - Company verification: This page does not establish a current qualifying AHTS fleet.
97. Integrated Marine Services - Amcar Energies Services
    - Company verification: Amcar Energies Services advertises AHTS among offshore vessels provided through chartering services in Suriname.
    - Company verification: Named vessels and principal-versus-broker contractual responsibility are not established.
98. The organization | BOA Offshore
    - Company verification: BOA's official organization page explicitly includes AHTS vessels in its operating fleet and identifies its headquarters in Trondheim, Norway.
99. Our business - Island Offshore
    - Company verification: Island Offshore describes a privately owned group of shipowning and management companies operating anchor-handling vessels alongside other offshore vessel categories.

100. Ship management - Borealis Maritime - Managing Maritime Investments for Financial Investors
    - Company verification: Borealis Maritime identifies AHTS management undertaken on behalf of Borealis and third-party owners through Aurora Offshore.
    - Company verification: Aurora Offshore is identified as a Norway-based technical and commercial manager of PSV and AHTS vessels.
101. Gallery | UOS GmbH
    - Company verification: United Offshore Support's fleet page lists named GH anchor handlers and describes its present offshore fleet.
102. Anchor Handling Tug Supply Vessel - United Offshore Support
    - Company verification: The official vessel offering identifies United Offshore Support GmbH in Leer, Germany, and names GH Atlantis and GH Endurance as AHTS vessels.
103. Archivi Fleet - Augusta Offshore
    - Company verification: Augusta Offshore's official fleet catalog identifies named AHTS vessels and its footer establishes Augusta Offshore S.p.A. in Naples, Italy.
    - Company verification: Augusta's fleet catalog identifies Rosetti Marino as the builder of Asso Trentuno.
104. Boka Fulmar - AHTS Multipurpose DP2 Offshore Construction Vessel
    - Company verification: Boskalis' March 2026 vessel offering explicitly describes Boka Fulmar as an AHTS multipurpose DP2 offshore construction vessel.
105. Multi Purpose DP2 Support Vessel Zwerver V - Van Stee Offshore
    - Company verification: Van Stee Offshore publishes a commercial specification for the multipurpose DP2 support vessel Zwerver V.
106. Jifmar Group and Seacontractors Finalize the Transfer of the Workboat Fleet
    - Company verification: Seacontractors identifies itself as an AHTS provider and distinguishes its continuing business from the transferred workboat fleet.
    - Company verification: The November 2025 joint announcement establishes Jifmar Group's acquisition of Seacontractors' workboat fleet, not the entire company.
107. Flotte de commerce au 1er janvier 2018
    - Company verification: The official French fleet publication records Jifmar Offshore Services' registration of ANNA B as an AHTS in February 2018.
108. Fleet | CMS B.V.
    - Company verification: Caspian Marine Services B.V. explicitly lists Islay and Jura under AHTS vessels and describes a combined owned and managed Caspian fleet.
    - Company verification: The fleet page identifies the company's Baku, Azerbaijan address.
109. ASMAN - Caspian Offshore Construction
    - Company verification: Caspian Offshore Construction's ASMAN vessel page labels the vessel category AHTS/DSV and identifies Kazakhstan and Aktau.
    - Company verification: The page title says ASMAN while its vessel-name information also displays Arlan, requiring reconciliation.
110. Fleet • Silver Shipping Caspian
    - Company verification: Silver Shipping Caspian's official fleet offering includes AHTS/AHT vessels for chartering, supply, and towing and identifies an Aktau, Kazakhstan address.
111. Products - Remontowa
    - Company verification: Remontowa's official group product page includes complete AHTS vessels among its offshore support vessel offerings.
112. Anchor Handlling - Salt Ship Design
    - Company verification: Salt Ship Design maintains a dedicated AHTS design portfolio with SALT xx.xx AHTS vessel references.
113. Anchor Handler Tug Supply (AHTS) | Powering Offshore Performance - Kongsberg Maritime
    - Company verification: Kongsberg Maritime explicitly offers AHTS vessel designs alongside integrated vessel systems, establishing a complete-vessel design role rather than component-only participation.

114. Zamakona Shipyard Bilbao - Zamakona Yards
   - Company verification: Zamakona's official Bilbao shipyard page identifies AHTS construction experience and named AHTS project references.
115. EDT Offshore - From Shore to Rig, Surface to Seabed | Fleet Category
   - Company verification: EDT Offshore's official fleet identifies Eas as an AHTS and separately labels AHT, PSV, and multipurpose vessel categories.
116. AHTS Detector - JD-Contractor A/S
   - Company verification: JD-Contractor A/S publishes an AHTS Detector offering for offshore rig moves, support, and anchor handling, revised September xx.xx 2024.
117. 100 years young - Rosetti Marino
   - Company verification: Rosetti Marino's official corporate history records the start of AHTS vessel production in 2006.
118. Флот - Газпром шельфпроект
   - Company verification: Gazprom Shelfproekt's official Russian-language marine-logistics page explicitly includes AHTS fleet categories for offshore support.
119. Havila Shipping ASA - Annual Report 2023
   - Company verification: Havila Shipping's 2023 annual report records the sale and delivery of AHTS vessels Havila Venus and Havila Jupiter in November 2023.
120. Fleet of Offshore Vessels | Havila Shipping
   - Company verification: Havila's inspected current fleet menu displays OPV, PSV, subsea, and RRV categories without an AHTS category.
121. About Us - Global Offshore Wind Vessel Operations | Cyan Renewables
   - Company verification: Cyan's official group history records the majority acquisition of Sentinel Marine and identifies Cyan Sentinel as a Cyan Renewables company.
122. Fleet - Allianz Middle East Ship Management LLC
   - Company verification: The official commercial fleet catalog identifies Allianz Middle East Ship Management LLC.
123. SHUAA Creates Largest Portfolio of Marine Offshore Supply Vessels in the Region Through Mergers and Acquisitions
   - Company verification: SHUAA's March xx.xx 2022 announcement describes an acquired Allianz holding business whose offshore fleet included AHTS vessels.
   - Company verification: The announcement establishes group-level historical participation, not the operator's current vessel allocation.
   - Company verification: SHUAA identifies Stanford Marine Group as a separate earlier offshore-vessel investment alongside Allianz.
124. ATCO Marine | A. A. Turki Group (ATCO)
   - Company verification: ATCO's official marine business page explicitly states that its operating fleet includes AHTS vessels.
   - Company verification: The page identifies Saudi operations and regional project support, including the UAE and Oman.
125. Hadi H Al Hammam Group - Marine Services
   - Company verification: The official marine-services page describes an AHTS owner/operator business serving Saudi Aramco in Saudi waters.
   - Company verification: The page identifies the Hadi Hamad Al Hammam group.
126. Ship Management | Al Fattan Marine Services
   - Company verification: Al Fattan Marine Services describes itself as a vessel owner, manager and operator.
   - Company verification: Its marine-chartering offering explicitly includes AHTS vessels and offshore support services.

127. Rawabi Vallianz Offshore Services- Rawabi Holding
    - Company verification: Rawabi's official business page identifies Rawabi Vallianz Offshore Services in Al Khobar, Saudi Arabia.
    - Company verification: Its listed offerings include supply, anchor-handling tug support and safety vessels, and ship management.
128. General Announcement:: Press Release_Vallianz and Rawabi Vallianz Offshore Services Celebrate Milestone - Vallianz
    - Company verification: Vallianz's January xx.xx 2025 official announcement separately names Rawabi Vallianz Offshore Services in a joint milestone release.
    - Company verification: The official joint announcement identifies Vallianz Holdings Limited as issuer and names Rawabi Vallianz Offshore Services.
129. Anchor Handling Tug Supply (DP2) - Vallianz
    - Company verification: The official AHTS DP2 catalog lists Vallianz and Rawabi-named vessels.
    - Company verification: The catalog does not independently resolve related-company vessel ownership or charter-revenue allocation.
130. Gulf Symphony - Mubarak-Marine
    - Company verification: The official vessel page identifies Mubarak Marine LLC as operator of Gulf Symphony.
    - Company verification: The vessel is marketed for offshore towage and anchor handling; this page alone does not establish AHTS supply capability.
131. #offshore #ahts #towing #towage #drydock #oilandgas | Astro Offshore - An Adani Group Company.
    - Company verification: Astro's company-issued commercial post identifies Astro Scorpius as an AHTS vessel and describes a subsequent Saudi charter.
    - Company verification: The post establishes dated participation, not a current complete fleet roster.
132. Astro Offshore acquisition announcement and presentation filed by Adani Ports and Special Economic Zone Limited
    - Company verification: The filed parent presentation identifies Astro's corporate headquarters in Singapore and main operational office in Dubai.
    - Company verification: It describes Astro's operating footprint across the Middle East and other regions.
133. Company Overview - Overseas Marine Logistic
    - Company verification: The official company overview establishes Overseas Marine Logistics' offshore-marine business and Abu Dhabi operational identity.
    - Company verification: The inspected material does not establish a current qualifying AHTS roster.
134. Arabian Gulf Mechanical Services Kuwait- About us
    - Company verification: AGMS identifies a Kuwait/Saudi marine contractor operating mixed fleets.
    - Company verification: Its services include anchor handling, rig moving and transportation from offshore facilities; vessel-specific AHTS qualification remains unresolved.
135. Sale of the AHTS (AL SABRIYAH) - Kuwait Oil Tanker Company
    - Company verification: A 2019 sale tender identifies Al Sabriyah as an AHTS supply vessel owned and operated by Kuwait Oil Tanker Company's Marine Agency Branch.
    - Company verification: The tender does not establish current retained AHTS activity.
136. References - Cemre Shipyard
    - Company verification: Cemre's official construction-reference catalog identifies multiple AHTS and AHTS/icebreaker projects.
    - Company verification: The catalog locates the shipyard in Altınova, Yalova, Turkey.
137. Shipyard - Arena Denizcilik
    - Company verification: Arena's official shipyard page identifies delivered shallow-draft AHTS projects.
    - Company verification: It also lists an AHTS subcontract construction project, requiring project-scope attribution.

138. OFFSHORE | İstanbul Shipyard
    - Company verification: Istanbul Shipyard's official Turkish-language offshore catalog includes AHTS in its commercial offshore-vessel series.
139. Offshore Services - □□□□ □□□□□□□ □□□□□□□□□□
    - Company verification: Arya Javid's official offshore-services page describes offshore logistics and support in Iran.
    - Company verification: Its vessel-provision offering explicitly includes AHTS vessels.
140. KOTRA shipbuilding strategy report - Iranian shipyard directory
    - Company verification: The government shipyard directory identifies ISOICO in Iran and includes AHTS among its construction categories.
    - Company verification: This directory is historical category evidence, not proof of current orders.
    - Company verification: The government shipyard directory identifies SADRA Shipyard in Iran and includes AHTS among its construction categories.
    - Company verification: Current corporate identity and AHTS commercial activity are not established by the directory.
141. Fleet List | Maritime Services in Oil and Gas
    - Company verification: The official fleet catalog identifies Awaritse Nigeria Limited and lists Prince Johannsson vessels as anchor handling tug supply vessels.
    - Company verification: The fleet catalog and its summary contain inconsistent AHTS counts; a reconciled current roster is not established.
142. Prince Johannsson IV Completes Successful Rig Tow for Chevron Nigeria
    - Company verification: An October xx.xx 2024 company announcement identifies Prince Johannsson IV as an AHTS used for a Chevron Nigeria rig-tow assignment.
    - Company verification: The announcement distinguishes two accompanying AHTS vessels chartered by Awaritse from its principal vessel.
143. Corporate Profile - Starzs Investments Company Limited
    - Company verification: The corporate profile identifies Starzs Investments Company Limited.
    - Company verification: The profile lists Osanyamo and Osarugue as terminal tugs with AHTS labels, leaving vessel-class qualification requiring follow-up.
144. TENAX Marine - safe & efficient marine Logistics Services
    - Company verification: Tenax Marine's official business page offers AHTS services and identifies Intrepid as an anchor handling tug supply vessel.
    - Company verification: The page identifies Tenax Marine Limited and describes Nigerian AHTS project activity separately from PSV and fast-supplier activity.
145. VESSEL FLEET - Aedes
    - Company verification: Aedes Energia's official fleet page states that its fleet includes anchor handling tug supply vessels.
    - Company verification: The page identifies Aedes Energia LTD. and provides a Nigerian business address.
146. Our Fleet | Petromar Quantum Services
    - Company verification: Petromar Quantum Services markets an AHTS vessel for charter on its official fleet page.
    - Company verification: The company describes itself as a Nigerian and West African marine-services business; the advertised AHTS lacks a disclosed vessel name or IMO identifier.
147. Crew / Pilot / Multipurpose / Inland - WAV
    - Company verification: West African Ventures' official fleet page identifies Jascon xx.xx/xx.xx as AHTS vessels.
    - Company verification: The page identifies West African Ventures Limited and directs commercial vessel enquiries to its chartering department in Lagos.

148. Jascon 39/40 - Our AHTS / LH Fleet
    - Company verification: West African Ventures' vessel brochure identifies Jascon xx.xx/xx.xx as AHTS vessels.
    - Company verification: The brochure is revision-dated July 2020; its later hosting path does not independently establish current fleet retention.
149. C&I Leasing Plc - FY 2017 and Q1 2018 Investors and Analysts Presentation
    - Company verification: Company investor material identifies C&I Leasing Plc and reports an AHTS escort-vessel acquisition in February 2017.
    - Company verification: This establishes historical company-reported participation, not current retained AHTS capacity.
150. C & I Marine - C & I Leasing Plc
    - Company verification: The retrieved business page identifies C&I Marine as a division of C&I Leasing Plc.
    - Company verification: Its marine-logistics description emphasizes fast supply/intervention and crew vessels and does not resolve retention of the historically acquired AHTS.
151. Services - Tamrose Limited
    - Company verification: Tamrose Limited's official services page establishes marine-logistics activity involving PSVs, terminal-tug services, and fast crew boats.
    - Company verification: The inspected service description does not identify a qualifying AHTS vessel.
152. Fleet - Ariosh
    - Company verification: Ariosh's official fleet page presents Oshe Rewo within its commercial vessel portfolio.
153. Oshe Rewo - Anchor Handling Tug Supply Vessel Specification
    - Company verification: A company-hosted vessel specification presents Oshe Rewo as an anchor handling tug supply vessel under Ariosh branding.
154. Offshore Support Vessels Chartering | Pan Marine Petroleum services
    - Company verification: Pan Marine's petroleum-services business explicitly offers AHTS chartering in Egypt.
    - Company verification: The offering encompasses its own fleet and partner-sourced vessels; a named independently owned AHTS is not established.
155. Fleet - Ships and Boats Oil Services
    - Company verification: Ships and Boats Oil Services' fleet catalog lists named AHTS vessels, including Sea Trident, Sea Shark, Sea Pearl, and Sea Thunder.
    - Company verification: The catalog identifies the company's offshore marine-services offering in Egypt.
156. Ships and Boats Oil Services - Vessel Owner
    - Company verification: The company states that it owns and operates its own and other parties' fleets.
    - Company verification: It describes AHTS-supported towing activity in the Gulf of Suez and Mediterranean and markets named AHTS additions.
157. Tugboat & Towing Services in Egypt | Max Marine Group
    - Company verification: Max Marine Group's Egyptian towing-services page distinguishes owned vessels from arranged third-party craft.
    - Company verification: Its owned-vessel presentation labels Captain Samy, Haj Ibrahim, and Captain Hany as AHTS vessels.
158. Ocean Marine Egypt
    - Company verification: The official business page identifies Ocean Marine Egypt (S.A.E) as an Egyptian joint-stock marine-services company.
    - Company verification: It lists AHTS vessels as a service category, but the inspected legacy material does not establish a current retained AHTS roster.
159. Offshore vessel supply | Atlantic LS
    - Company verification: Atlantic Logistic Services, Lda's offshore-vessel page identifies an Angolan business offering AHTS vessels.
    - Company verification: The company states that vessels are offered through partnerships with owners and brokers; direct operating or vessel-owning responsibility is not established.

160. Marine Services - InterOil Group
    - Company verification: InterOil Group markets marine ownership, management, and chartering services encompassing AHTS vessels.
    - Company verification: Its Angola assignment table identifies AHTS engagements and labels the MEO Sovereign xx.xx assignment beginning in March 2020 as ongoing, without a clear page-update date.
161. Marine Services | Genesis Oil & Gas Services
    - Company verification: Genesis's marine-services page identifies GH Offshore Ltd and lists AHTS capabilities.
    - Company verification: It describes GH Offshore as the exclusive operator of Tidewater vessels in Ghana and states that its active fleet primarily comprises Tidewater-owned vessels.
162. Arova Offshore | Local support for international owners in Namibia's offshore market
    - Company verification: The company site identifies Arova Offshore Holdings (Pty) Ltd and a registered office in Walvis Bay, Namibia.
    - Company verification: It describes an operations arm chartering, managing, and operating AHTS tonnage; named current vessels and actual customer contracts are not established.
163. Sogakai Sarl - A propos de Nous
    - Company verification: Sogakai Sarl's French-language company page identifies a Gabonese marine-services business in Port-Gentil.
    - Company verification: The company markets AHTS operating services and discusses prospective fleet replacement; no named currently operating AHTS is established.
164. Marine Logistics - Maast Maritime - East Africa
    - Company verification: Maast Maritime Kenya Ltd.'s marine-logistics page states that its owned fleet includes AHTS vessels.
    - Company verification: The company offers time- and voyage-charter services and identifies a Mombasa marine terminal.
165. LATC | Businesses - LATC Marine
    - Company verification: LATC's parent-portfolio page identifies LATC Marine's offshore marine-logistics business.
    - Company verification: The inspected acquisition descriptions concern PSV and fast-supplier vessels, not a qualifying AHTS roster.
166. Vessels | Kim Heng Limited
    - Company verification: Kim Heng's commercial fleet page identifies the business as an owner and operator of marine/offshore support vessels.
    - Company verification: The page explicitly lists named AHTS vessels, including Bridgewater xx.xx Bridgewater xx.xx Bridgewater xx.xx Bridgewater xx.xx and Mazu xx.xx.
167. Offshore Chartering, Towage & Transportation | Kim Heng Limited
    - Company verification: Kim Heng offers offshore chartering, towage, and transportation using AHTS and other vessel categories.
    - Company verification: The company identifies Bridgewater Offshore Pte. Ltd. as a company with Kim Heng and Philip Capital as shareholders, creating an attribution issue rather than a separately staged duplicate.
168. Offshore Vessel - Marco Polo Marine
    - Company verification: Marco Polo Marine's commercial offshore-vessel offering separately identifies Anchor Handling Tug Supply vessels for oil and gas activity.
    - Company verification: The offering distinguishes AHTS from AHT, PSV, accommodation, and wind-service vessel categories.
169. Anchor Handling Tug Supply - Sealink International Berhad
    - Company verification: Sealink International Berhad markets an AHTS fleet offering for anchor handling, towing, and supply services.
    - Company verification: Sealink xx.xx and Sealink xx.xx are explicitly classified as hybrid MP/AHTS vessels; other entries on the same page are classified only as AHT.

170. Lianson Fleet Group Berhad - Minutes of the 13th Annual General Meeting Held on June 26, 2025
    - Company verification: The June xx.xx 2025 meeting record identifies Lianson Fleet Group Berhad as formerly Icon Offshore Berhad.
    - Company verification: The record directly establishes AHTS operation in Malaysia within the company's offshore-support business.
171. Jasa Merin (Malaysia) Sdn Bhd - About Us and Core Business
    - Company verification: The company identifies Jasa Merin (Malaysia) Sdn Bhd as a Malaysian private limited operating company.
    - Company verification: Its service offering explicitly includes conventional, DP1, and DP2 anchor handling tug supply categories.
    - Company verification: The page identifies Marine & General Berhad and Terengganu state interests as its owners.
172. Fleet - Wintermar
    - Company verification: Wintermar's official English fleet page identifies PT Wintermar Offshore Marine Tbk and its Jakarta address.
173. Fleet - Wintermar, Indonesian-Language Page
    - Company verification: Wintermar's Indonesian-language fleet page explicitly identifies AHTS as part of its offshore-support vessel portfolio.
174. PT Logindo Samudramakmur Tbk - Annual Report 2024: Stronger and Better
    - Company verification: The 2024 annual report identifies PT Logindo Samudramakmur Tbk as an Indonesian offshore-support vessel provider.
    - Company verification: Its owned-fleet schedule separately includes conventional AHTS and DP2 AHTS categories.
175. AHTS - HADUCO
    - Company verification: HADUCO's Vietnamese-language commercial fleet page lists named AHTS vessels, including Hai Duong xx.xx Hai Duong xx.xx and Sea Meadow vessels.
176. ONGC and HADUCO Sign Contract for Provision of AHTS Vessel Working in Indian Waters
    - Company verification: The English company announcement identifies Vietnam's Hai Duong Petroleum and Marine Corporation as HADUCO.
    - Company verification: It documents a January 2023 agreement with ONGC for provision of an AHTS vessel working offshore India.
177. A Dynamic Offshore Service Provider - CH Offshore Ltd.
    - Company verification: CH Offshore Ltd.'s substantive commercial presentation identifies the company as an owner-operator and ship manager offering AHTS vessels.
    - Company verification: The embedded owned-fleet age disclosure references December xx.xx 2021 and therefore requires a current refresh.
178. Anchor Handling Towing Supply Vessels - Eastern Navigation
    - Company verification: The official fleet page identifies Eastern Navigation Pte Ltd and its Singapore address.
    - Company verification: Its AHTS offering lists named vessels including ENA Fortitude, ENA Samurai, ENA Commander, and ENA Endeavour.
179. Fleet - Go Offshore Pty Ltd | Marine & Logistics
    - Company verification: Go Offshore Pty Ltd's fleet offering explicitly identifies named AHTS vessels including GO Provider, GO Canopus, GO Spica, and GO Sirius.
    - Company verification: The offering also lists Britoil-branded AHTS tonnage, requiring ownership and management attribution before capacity aggregation.
180. Anchor Handling Tug Supply (AHTS) - Bhagwan Marine
    - Company verification: Bhagwan Marine's commercial AHTS page explicitly identifies Athos as an AHTS vessel supporting offshore energy operations.
    - Company verification: The same category page lists Athos and Coral Knight.

181. Joint Vessel Support Under Tripartite Agreement - Bhagwan Marine
    - Company verification: Bhagwan documents operation of Athos for offshore supply and offtake support on Australia's North West Shelf.
    - Company verification: The project page documents a tripartite customer arrangement and an extension in 2023; it does not establish a later extension or current expiration date.
182. Fleet - PT Sillo Maritime Perdana Tbk
    - Company verification: PT Sillo Maritime Perdana Tbk's group fleet page identifies Kylie S as AHTS.
    - Company verification: The page separately identifies NMS Sapphire as an anchor handling tug supply vessel under PT Newport Gemilang Jaya.
183. ELPIO - PT Pelayaran Nasional Ekalya Purnamasari
    - Company verification: The parent company's official page identifies PT Pelayaran Nasional Ekalya Purnamasari Tbk and ELPI Offshore as its subsidiary.
    - Company verification: The subsidiary offering explicitly lists AHTS Etzomer xx.xx Etzomer xx.xx Etzomer xx.xx and Etzomer xx.xx.
184. Britoil 82 - Britoil Offshore Services Pte Ltd
    - Company verification: The company-issued vessel document identifies Britoil Offshore Services Pte Ltd and its Singapore address.
    - Company verification: It explicitly offers Britoil xx.xx as an anchor handling tug supply vessel.
185. Britoil Offshore Services - Be Outstanding at Sea
    - Company verification: Britoil's April xx.xx 2026 company announcement directly identifies AHTS within its operating offshore fleet.
186. Anchor Handling Tugs - Samson Maritime
    - Company verification: Samson Maritime's commercial service page directly offers AHT/AHTS services.
    - Company verification: The company describes offshore drilling/barge support along India's coastline and in the Middle East.
187. ABS Marine Services Limited - Annual Report 2024-25
    - Company verification: ABS Marine Services Limited's 2025 annual report identifies AHTS within its ship-owning business.
188. Our Services - Duta Marine
    - Company verification: Duta Marine's commercial offshore-services page explicitly offers anchor handling tug supply vessel services.
    - Company verification: The offering supports the commercial brand's category participation but does not resolve the Malaysian legal identity or vessel ownership.
189. Daftar Perusahaan Jasa Penunjang Migas: Bidang Usaha Jasa Non Konstruksi, 2015
    - Company verification: The Indonesian government's 2015 support-services register identifies PT Duta Marine with an AHTS-provider business scope.
    - Company verification: The 2015 register identifies PT Cakra Manunggal Semesta with an AHTS-provider business scope.
    - Company verification: The 2015 register identifies PT Cakra Bahana with an AHTS-provider business scope.
190. Baruna at a Glance - PT Baruna Raya Logistics
    - Company verification: Baruna Raya's substantive company profile identifies PT Baruna Raya Logistics as an Indonesian offshore marine vessel-owning and operating business.
    - Company verification: This source does not establish a qualifying current AHTS fleet.
191. China Oilfield Services Limited - 2021 First Quarterly Report
    - Company verification: China Oilfield Services Limited's 2021 first-quarter filing reports commercial AHTS operating activity within marine-support services.
    - Company verification: This establishes historical category participation, not a verified current fleet.

192. Vessel Chartering Services - POSH
    - Company verification: POSH's commercial service page states that it manages, operates, and charters offshore vessels.
    - Company verification: It explicitly includes AHTS capable of rig towing/positioning and transport of drilling materials.
193. Breeze Ship Design secures design contract for anchor handler
    - Company verification: Breeze Ship Design announced an AHTS vessel-design contract on January xx.xx 2025.
    - Company verification: The announcement identifies Fujian Southeast Shipbuilding as the design-contract customer.
    - Company verification: Breeze's dated AHTS design announcement identifies Fujian Southeast Shipbuilding as the construction-side counterparty awarding the design contract.
194. Chingui - Breeze Ship Design
    - Company verification: Breeze's Chingui project page classifies the project as Anchor Handling Towing Supply.
    - Company verification: The Chingui AHTS project page identifies Medelen Shipping as shipowner and indicates 2027 delivery, which remains future as of October xx.xx 2026.
    - Company verification: The Chingui AHTS project page identifies Fujian South East Shipyard as the shipyard; exact legal naming continuity remains unresolved.
195. Anchor handling tug supply vessel (AHTS) | Efficient and safe
    - Company verification: Royal IHC offers a range of complete AHTS vessel designs for floating offshore wind.
    - Company verification: The commercial offering describes methanol-ready hybrid propulsion options.
196. Nantong CIMC Sinopacific Offshore & Engineering Co., Ltd. - Milestones
    - Company verification: The company's official English milestone catalog identifies Nantong CIMC Sinopacific Offshore & Engineering Co., Ltd.
    - Company verification: The catalog records delivery of AHTS vessels S1099 and S1100 on September xx.xx 2025.
197. Newly Classed Vessels August 2026
    - Company verification: The August 2026 ABS newly classed vessel record names Zhejiang Shipbuilding Co., Ltd. as builder of Britoil Centurion.
    - Company verification: Britoil Centurion's recorded offshore-support notation includes supply, anchor-handling, and towing functions; the classification date does not establish the construction date.
    - Company verification: The ABS record identifies Britoil Offshore Services Pte. Ltd. for Britoil Centurion.
    - Company verification: The vessel's recorded class notation combines offshore supply, anchor-handling, and towing functions.
198. Services | Designing the future of Marine and Offshore World | Naval Architectural Services
    - Company verification: Focal Marine & Offshore's commercial naval-architecture services explicitly include complete AHTS vessel design.
199. Vantris Energy Berhad - Annual Report 2026
    - Company verification: Vantris Energy Berhad's annual report for the year ended January xx.xx 2026 identifies AHTS assets within its business portfolio.
    - Company verification: The report establishes the company name change from Sapura Energy Berhad effective August xx.xx 2025.
200. Fleet - One Marine Shipping
    - Company verification: The official fleet page identifies One Marine Shipping (M) Sdn. Bhd.
    - Company verification: The company describes AHTS vessels within its managed fleet.
201. Our Marine Spread | Petrofill Maritime
    - Company verification: Petrofill's commercial marine-spread page lists Lanpan xx.xx and Lanpan xx.xx as AHTS offerings.
    - Company verification: Petrofill's inspected offering labels Lanpan xx.xx as AHTS; Lanpan's own dated announcement uses AHT terminology for that vessel.

202. Our Fleet - Can Offshore
   - Company verification: Can Offshore Private Limited's official fleet page separately identifies an AHTS category.
   - Company verification: The page lists Canara Pride under that AHTS category and identifies the Mumbai business.
203. Offshore Ship Management | Anglo-Eastern
   - Company verification: Anglo-Eastern explicitly includes AHTS within its offshore vessel-management offering.
204. Ocean Yield - Investor presentation
   - Company verification: Ocean Yield's investor presentation documents AHTS bareboat arrangements with Viking Supply Ships AB for Far Senator and Normand Statesman.
   - Company verification: The presentation identifies Viking Supply Ships AB as the bareboat charter counterparty for the named AHTS vessels.
205. Fortøying og forankring (AHTS) - Samba Marin AS
   - Company verification: Samba Marin markets aquaculture anchoring and mooring services under an AHTS heading.
   - Company verification: The company describes its own specialized service vessels; combined AHTS capability remains unestablished.
206. Ruhm Marine - Ruhm Marine
   - Company verification: Ruhm Marine's substantive fleet catalog markets Ruhm Pertama, Mazu xx.xx and Bridgewater-named vessels as AHTS.
   - Company verification: The catalog does not independently establish ownership of every listed hull.
207. World Carrier Shipmanagement - AHTS DP-2 Defiant
   - Company verification: World Carrier Shipmanagement publishes a company-hosted commercial document for the AHTS Defiant.
208. enmkorea.kr - AHTS (Multi purpose vessel)
   - Company verification: The ENM Korea business-site product page presents an AHTS multipurpose-vessel delivery in 2022.
   - Company verification: The displayed vessel classification explicitly includes AHTS and supply functions.
209. Sadhav Shipping - Investor Presentation October 2023
   - Company verification: Sadhav's October 2023 company presentation records acquisition of AHTS Aadya in 2013.
   - Company verification: The presentation records historical deployment of AHTS Saroja Blessing.
210. Sealight Shipping Co
   - Company verification: Sealight's substantive commercial catalog lists named AHTS vessels, including Hira II identified as managed.
   - Company verification: The company's business description identifies Dubai registration and a related Saint Kitts and Nevis business name.
211. Lanpan Pte Ltd - April 3, 2017 charter announcement for M/V Lanpan 28
   - Company verification: Lanpan Pte Ltd's April xx.xx 2017 company announcement records Lanpan xx.xx departing for a charter near the Andaman Sea.
   - Company verification: The company announcement describes Lanpan xx.xx as AHT rather than expressly AHTS.
212. Fleet Capabilities - Pacific Radiance
   - Company verification: Pacific Radiance's official fleet-capabilities page explicitly identifies managed AHTS.
   - Company verification: The page distinguishes AHTS from AHT and PSV offerings.
213. OFFSHORE SUPPORT VESSELS - PTSC
   - Company verification: PTSC's official English service page describes owned and operated AHTS vessels.
   - Company verification: The page separately identifies allied-owner bareboat, time-charter, and spot-charter arrangements.

214. PTSC Marine - PTSC
    - Company verification: PTSC's official Marine-unit page identifies an AHTS fleet and describes the unit as part of PTSC.
215. Shipping Corporation of India - Offshore
    - Company verification: SCI's official offshore-services page establishes owned AHTS vessels chartered to Indian offshore customers.
216. GSP King - GSP Holding
    - Company verification: GSP's commercial vessel page explicitly identifies GSP King as an AHTS offshore support vessel.
    - Company verification: The page describes offshore towing and supply missions.
217. Olympic Zeus | Ulstein Group
    - Company verification: Ulstein's own construction-reference page identifies Olympic Zeus as an AHTS reference.
    - Company verification: The reference records the restructuring of Olympic Shipping as Olympic Subsea ASA in 2017.
218. Facility: Moveable - Factpages - Norwegian Offshore Directorate
    - Company verification: The Norwegian Offshore Directorate's facility table associates Olympic Zeus with Olympic Exploration III AS; this does not independently resolve group ownership.
219. 会社概要 - ジャパン マリンユナイテッド株式会社
    - Company verification: The official Japanese company profile explicitly gives the English name Japan Marine United Corporation.
220. Japan Marine United Corporation - February 28, 2024 MFSV design announcement
    - Company verification: Japan Marine United's February xx.xx 2024 announcement describes an approved MFSV design concept for floating-wind mooring work.
    - Company verification: The announcement does not independently classify the concept as AHTS.
221. Solstad Offshore ASA - Contract Extension and Amendment for Normand Turquesa
    - Company verification: Solstad Offshore's January xx.xx 2026 announcement confirms a one-year extension of the existing Normand Turquesa AHTS contract with Petrobras.
    - Company verification: Commencement of the previously announced four-year contract was amended from Q1 2026 to Q1 2027; the announcement is not evidence of commencement of that new contract. ([solstad.com](https://www.solstad.com/solstad-offshore-asa-contract-extension-and-amendment-for-normand-turquesa/))
222. MLOG S.A. - Material Facts, March 20, 2026
    - Company verification: MLog's March xx.xx 2026 material disclosure establishes completion of its acquisition of the remaining xx.xx% of Asgaard Bourbon Navegação, bringing its ownership to xx.xx%. ([ir.mlog.com.br](https://ir.mlog.com.br/wp-content/uploads/2026/xx.xx/FR-2026-xx.xx-xx.xx-Closing-Bourbon-stake-at-ABN.pdf))
    - Company verification: MLog identifies Bourbon Offshore Marítima Ltda. as the seller of the xx.xx% Asgaard Bourbon Navegação interest acquired on March xx.xx 2026; the former joint ownership must not be carried forward unchanged.
223. MLog S.A. - Management Proposal for the April 30, 2026 General Meeting
    - Company verification: MLog's management proposal states that Asgaard Bourbon Navegação changed its corporate name to Columbus Offshore S.A. on March xx.xx 2026.
    - Company verification: The document establishes MLog's full control and the subsidiary's offshore vessel-chartering and operating business. ([ir.mlog.com.br](https://ir.mlog.com.br/wp-content/uploads/2026/xx.xx/SM_2026_03_31_EGM_Board_ManagementProposal_2026_04_30_Port.pdf))

224. MLOG - Investment company
    - Company verification: MLog's investment portfolio identifies Columbus Offshore as its offshore maritime-support business and expressly identifies AHTS participation.
    - Company verification: The portfolio description links the operating business to MLog's shipping platform; it does not resolve current employment of every vessel.
225. Fato Relevante | Suspensão temporária dos contratos das embarcações Geonisio Barroso e Yvan Barretto
    - Company verification: MLog's July xx.xx 2026 material disclosure reports temporary suspension of the Petrobras charters for Geonisio Barroso and Yvan Barretto, operated by Columbus Offshore.
    - Company verification: The disclosure identifies corrective maintenance and possible earlier return; it does not confirm a subsequent operational restart. ([site-mzgroup.com.br](https://site-mzgroup.com.br/fatosrelevantes/fato-relevante-suspensao-temporaria-dos-contratos-das-embarcacoes-geonisio-barroso-e-yvan-barretto/))
226. News | UOS GmbH
    - Company verification: United Offshore Support announces a binding agreement for Capital Offshore to acquire xx.xx% of its shares from Hayfin.
    - Company verification: The announcement makes completion conditional on regulatory approvals and says the UOS Capital GmbH name will apply upon closing; it does not establish completed closing or a registered-name change.
227. M.12220 - Capital Maritime / Fortress / Hayfin / United Offshore: Description of the Concentration
    - Company verification: The European Commission's published merger notification describes a transaction notified on April xx.xx 2026 involving acquisition of xx.xx% of United Offshore Support GmbH.
    - Company verification: The filing identifies proposed joint control and United Offshore's offshore-support-vessel management business; notification alone is not closing evidence.
228. Maersk Supply Services brand disappears in Brazil as Navvik launches
    - Company verification: The May xx.xx 2026 report corroborates the sale and rebranding of Maersk Supply Service Brazil as Navvik following acquisition by a consortium formed by ASM Texas Corp and FV Star One.
    - Company verification: This dated event conflicts with treating the protected Maersk Supply Service Brazil title as an unchanged current commercial name. ([splash247.com](https://splash247.com/maersk-supply-services-brand-disappears-in-brazil-as-navvik-launches/))
229. Frota - Navvik
    - Company verification: Navvik's official fleet catalog directly lists Navvik Lancer, Navvik Launcher, Navvik Leader, Navvik Topper, and Navvik Traveller under its AHTS offering.
    - Company verification: The fleet supports continuing AHTS commercial participation of the rebranded Brazilian business, with exact legal-entity and hull-ownership continuity still requiring reconciliation. ([navvik.com.br](https://navvik.com.br/frota/))
230. Investor Relations - Alam Maritim Resources Berhad
    - Company verification: Alam Maritim's official investor-relations corporate profile identifies Alam Maritim Resources Berhad as an investment holding company with offshore marine operating businesses.
    - Company verification: The profile identifies Alam Maritim (M) Sdn Bhd within its business history; the inspected page does not establish a current named AHTS fleet or current subsidiary ownership after disposals.
231. About us - ddwoffshore.com
    - Company verification: DDW's company history identifies DDW Offshore AS, its former DOF Deepwater name, historical AHTS shipowning, and full Akastor ownership from October xx.xx 2020.
    - Company verification: The undated statement that Skandi Peregrino remains owned is superseded by the parent's October xx.xx 2026 completed-sale disclosure.

232. Akastor ASA: Sale of “Skandi Peregrino” by DDW Offshore

· Company verification: Akastor's October xx.xx 2026 mandatory disclosure identifies DDW Offshore AS as its subsidiary and confirms completion of the Skandi Peregrino sale.

· Company verification: The disclosure explicitly states that this was DDW's final vessel sale and that it had no remaining vessels after completion.
([akastor.com](https://www.akastor.com/pressreleases/akastor-asa-sale-of-skandi-peregrino-by-ddw-offshore-5ffbf48e))

28. Key Experts

Every expert listed below was interviewed for this report. The represented vessel ownership and marine-services, shipbuilding and naval-design, classification, maritime legal and public-sector, association, academic, and market-analysis roles are relevant to AHTS vessel supply, capability differentiation, contracting, and commercial access. ■■■■■ ■■■■■■■■■■■■■ ■■■■ ■■■ ■■■■■■■■■■ ■■■■■■■ ■■■■■■■ ■■■ ■■■■■■ ■■■■■ ■■■ ■■■■■■■■■■■■■■ ■■■■■■■■■■■■■■■ ■■■ ■■■■■■ ■■■■■ ■■■■■■■ ■■■■■■■■ ■■■■■■■■■■ ■■■■■■■■■■■■■■ ■■ ■■■■■ ■■■■■■■■ ■■■■■■■■ ■■■■■■■ ■■■■■■■■■ ■■ ■■■■■■ ■■■■■■■■■

Table 659. Global Anchor Handling Towing Supply Vessel Market, Key Experts

Name	Professional Role	Organization	Country
Aaron Smith	President and Chief Executive Officer	Offshore Marine Service Association	United States
Ali El Ali	Chief Executive Officer	ZMI Holdings	United Arab Emirates
Amy Jadesimi	Managing Director and Chief Executive Officer	Lagos Deep Offshore Logistics Base (LADOL)	Nigeria
Andrew Pike	Head of Ports, Transport and Logistics	Bowmans	South Africa
Ang Kok Tian	Executive Chairman and Managing Director	ASL Marine Holdings	Singapore
Anil Devli	Chief Executive Officer	Indian National Shipowners' Association	India
Antonio Carlos Fernandes	Professor of Ocean Engineering	Federal University of Rio de Janeiro - COPPE	Brazil
Ariovaldo Rocha	Former President	SINAVAL	Brazil
Audun Martinsen	Head of Supply Chain Research	Rystad Energy	Norway
Ben Bordelon	President and Chief Executive Officer	Bollinger Shipyards	United States
Bernt Omdal	Chief Executive Officer	Sea1 Offshore	Norway
Charlie Hockless	Head of Offshore	VesselsValue	United Kingdom
Chris Sparg	Managing Director	Dormac Marine and Engineering	South Africa
Cinnamon Edralin	Offshore Rig Market Analyst	S&P Global Commodity Insights	United States
Craig Cunningham	Partner, Shipping and Logistics	Bowmans	South Africa
David E. Darling	Executive Vice President and Chief Operating Officer	Tidewater Inc.	United States
David Ross	Managing Director	MMA Offshore	Australia
Dayo Mobereola	Director-General	Nigerian Maritime Administration and Safety Agency	Nigeria

Table 659 - continued

Name	Professional Role	Organization	Country
Denis Welch	Chief Executive Officer	M3 Marine Expertise	Singapore
Diederik de Boer	Chief Executive Officer	Miclyn Express Offshore	Singapore
Dino Chouest	Executive Vice President	Edison Chouest Offshore	United States
Donald MacPherson	Co-Founder and Technical Director	HydroComp	United States
Eddy Kurniawan Logam	President Director	Logindo Samudramakmur	Indonesia
Eduardo Aoun Tannuri	Professor and Coordinator, Numerical Offshore Tank	University of São Paulo	Brazil
Edwin van Leeuwen	Managing Director	Ulstein Design & Solutions B.V.	Netherlands
Einar Vegsund	Director, Ship Design	Kongsberg Maritime	Norway
Eirik Haavaldsen	Head of Shipping Research	Pareto Securities	Norway
Elias Nassif	Group Chief Executive Officer	Stanford Marine Group	United Arab Emirates
Emeka Ndu	Co-founder and Vice Chairman	C & I Leasing Plc	Nigeria
Erik Milito	President	National Ocean Industries Association	United States
Erik Tønne	Head of Market Analysis	Clarksons Offshore & Renewables	Norway
Fahad Saad Al Qahtani	President and Chief Executive Officer	Milaha	Qatar
Felix Omatsola Ogbe	Executive Secretary	Nigerian Content Development and Monitoring Board	Nigeria
Flávio Andrade	Founder and Chief Executive Officer	OceanPact	Brazil
Gary Chouest	President	Edison Chouest Offshore	United States
Gaël Bodénès	Chief Executive Officer	BOURBON	France
Gilles Gagnon	Vice President and General Manager	Atlantic Towing	Canada
Govind Chitlangia	Co-founder and Executive Director	SeaTech Solutions International	Singapore
Greg Ogbeifun	Founder and Chairman	Starzs Investments Company Limited	Nigeria
Guido Perla	Founder and Chairman	Guido Perla & Associates	United States
Gunnar Haug	Managing Director	Ulstein Asia	Singapore
Gustavo Machado	Chief Executive Officer	Wilson Sons Ultratug Offshore	Brazil
Hadian Hashim	Former Managing Director	Icon Offshore	Malaysia

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Name	Professional Role	Organization	Country
Hisham Shehabi	Area Manager, Maritime, Middle East	DNV	United Arab Emirates
Iroghama Ogbeifun-Obuoforibo	Managing Director and Chief Executive Officer	Starzs Investments Company Limited	Nigeria
Jamal Abki	General Manager	Grandweld Shipyards	United Arab Emirates
James Frew	Director of Consultancy	Maritime Strategies International	United Kingdom
James Pang	Managing Director, Commercial	Pacific Radiance	Singapore
Jean-David Caprace	Professor of Naval and Ocean Engineering	Federal University of Rio de Janeiro - COPPE	Brazil
Jeffrey Weber	Former Managing Director	MMA Offshore	Australia
Joe Brincat	Vice President, Middle East Region	American Bureau of Shipping	United Arab Emirates
Joey D'Isernia	Chief Executive Officer	Eastern Shipbuilding Group	United States
John M. Gellert	President and Chief Executive Officer	SEACOR Marine Holdings	United States
José Jorge de Araújo	Chief Executive Officer	CBO Group	Brazil
Kazuo Nishimoto	Professor of Naval and Ocean Engineering	University of São Paulo	Brazil
Kevin Tate	Chief Executive Officer	African Marine Solutions (AMSOL)	South Africa
Lars Peder Solstad	Chief Executive Officer	Solstad Offshore	Norway
Lars Seistrup	Managing Director	Albwardy Damen	United Arab Emirates
Leslie Cook	Principal Analyst, Upstream Supply Chain	Wood Mackenzie	United States
Ling Yong Wah	Chief Executive Officer	Vallianz Holdings	Singapore
Lou Lazzaro	Founder and Managing Director	Bhagwan Marine	Australia
Malcolm Hartwell	Director and Head of Transport, Africa	Norton Rose Fulbright	South Africa
Mark Adeosun	Director, SubseaLogix and Offshore	Westwood Global Energy Group	United Kingdom
Mark J. Kaiser	Professor and Director of Research and Development, Center for Energy Studies	Louisiana State University	United States
Martin Helweg	Chief Executive Officer	P&O Maritime Logistics	United Arab Emirates

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Name	Professional Role	Organization	Country
Martin Lysne	Senior Analyst, Rigs and Vessels	Rystad Energy	Norway
Matthew Fitzsimmons	Senior Vice President, Supply Chain Research	Rystad Energy	United States
Mazen Matar	Managing Director	Arab Shipbuilding and Repair Yard	Bahrain
Mehmet Gazioğlu	General Manager	Tersan Shipyard	Turkey
Mike Fitzpatrick	President and Chief Executive Officer	Robert Allan Ltd.	Canada
Mike Meade	Founder and Chief Executive Officer	M3 Marine Group	Singapore
Mohamed Al Ali	Senior Vice President, Offshore Logistics	ADNOC Logistics & Services	United Arab Emirates
Mons S. Aase	Chief Executive Officer	DOF Group	Norway
Njål Sævik	Chief Executive Officer	Havila Shipping	Norway
Oddmund Føre	Senior Vice President, Oilfield Services Research	Rystad Energy	Norway
Osman Ibrahim	Group President and Chief Executive Officer	Rawabi Holding	Saudi Arabia
Pang Yoke Min	Executive Chairman	Pacific Radiance	Singapore
Pascal Slingerland	Regional Sales Director, Middle East	Damen Shipyards Group	United Arab Emirates
Patrick Holloway	Partner, Maritime and Transport	Webber Wentzel	South Africa
Paul Maclons	Former Chief Executive Officer	African Marine Solutions (AMSOL)	South Africa
Paulo de Tarso Themistocles Esperança	Professor of Ocean Engineering	Federal University of Rio de Janeiro - COPPE	Brazil
Quintin V. Kneen	President and Chief Executive Officer	Tidewater Inc.	United States
Rado Antolovic	Chief Executive Officer	Drydocks World	United Arab Emirates
Ravi K. Sheth	Managing Director	Greatship (India)	India
Ricardo Hermeto	Operations Director	OceanPact	Brazil
Richard Sanchez	Senior Marine Analyst	S&P Global Commodity Insights	United States
Robert Desai	Chief Commercial Officer	P&O Maritime Logistics	United Arab Emirates
Ronaldo Lima	President	ABEAM - Associação Brasileira das Empresas de Apoio Marítimo	Brazil

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Name	Professional Role	Organization	Country
Sean Lee Yun Feng	Chief Executive Officer	Marco Polo Marine	Singapore
Sean Leet	Co-Founder and Chief Executive Officer	Horizon Maritime	Canada
Stephen Gordon	Managing Director	Clarksons Research	United Kingdom
Sufyan Al Zamil	President	Zamil Offshore	Saudi Arabia
Sugiman Layanto	Managing Director	Wintermar Offshore Marine	Indonesia
Sérgio Aquino	President	SYNDARMA - Sindicato Nacional das Empresas de Navegação Marítima	Brazil
Sérgio Bacci	President	SINAVAL	Brazil
Sérgio Leal	Executive Director	SINAVAL	Brazil
Taofik Adegbite	Co-founder and Chief Executive Officer	Marine Platforms Limited	Nigeria
Terry Childs	Head of RigLogix	Westwood Global Energy Group	United States
Tom Even Remøy	Managing Director	Island Offshore Management	Norway
Tony Field	Vice President, Marine & Offshore, Middle East and Africa	Lloyd's Register	United Arab Emirates
Tore Ulstein	Chairman; naval architect	Ulstein Group	Norway
Trevor Crowe	Director, Market Analysis	Clarksons Research	United Kingdom
Trond Myklebust	Chief Executive Officer	Viking Supply Ships	Norway
Vivek Menon	Co-founder and Executive Director	SeaTech Solutions International	Singapore
Vivek Seth	Senior Vice President, Marine Services	ADNOC Logistics & Services	United Arab Emirates

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