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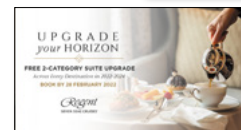
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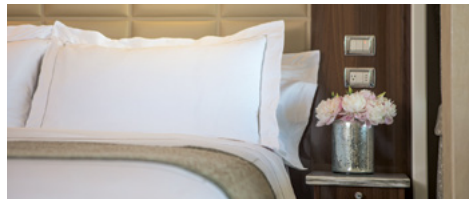


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Genting's shipyards go bankrupt

GENTING Hong Kong, the parent company of Crystal Cruises, Dream Cruises and Star Cruises, has confirmed its German shipbuilding offshoot MV Werften has filed for bankruptcy

Until recently, the country's federal government, the state of Mecklenburg-Vorpommern, and Genting had been trying to negotiate a rescue package.

Both levels of government were demanding a higher financial contribution from Genting to save the shipyards, with the company pledging barely half of the requested €60 million, compared to €600 million from Germany's Economic Stabilization Fund.

Genting appealed to both levels of government to consider the release of funds for the completion of *Global Dream*, which is planned to enter service later this year.

The governments were

proposing *Global* serve as security against its loan, but with the failure of negotiations, the 75-percent-complete ship now faces an uncertain future, along with almost 2,000 of MV Werften's employees.

Germany's Vice-Chancellor Robert Habeck blamed Genting for the failure of the negotiations.

"We have pulled out all the stops to avoid the bankruptcy of MV Werften and thus save jobs... however the owners have turned down our offer of help; the result is the filing of bankruptcy," he said.

Mecklenburg-Vorpommern Prime Minister Manuela Schwesig described the failure of the talks as "bitter news" for the country.

"We very much regret that Genting has decided to file for bankruptcy," Schwesig said.

"We were and we are convinced that cruise tourism has a future,"

she confirmed.

Schwesig criticised Genting's behavior during the negotiations as "incomprehensible", adding the company should have made a more substantial contribution.

Genting's President Colin Au said four offers for further financing had been submitted to the federal government, all of which had been rejected.

The bankruptcy is the latest blow for Genting, which reported a net loss of USD\$238.3 million during the six months period ended 30 Jun (**CW** 03 Sep).

At the time of reporting, Genting's liabilities exceeded its current assets by USD\$658.7 million, with its borrowing amounting to USD\$3.863 billion.

Genting overnight informed investors of MV Werften's insolvency, and its shares have been suspended from trading on the Hong Kong Stock Exchange.

Cruise Weekly today

Cruise Weekly today features two pages of all the latest cruise industry news plus a cover page from **Regent Seven Seas Cruises**.

Carnival cancels

CARNIVAL Cruise Line is extending its pause in operations for Aussie sailings.

Cruises aboard *Carnival Splendor* through to and including 26 Apr and *Carnival Spirit* sailings through to and including 28 Apr are cancelled.

RSSC's horizon

REGENT Seven Seas Cruises (RSSC) is inviting travellers to upgrade their horizon, with a free two-category suite upgrade, plus a 7.5% deposit.

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A MODERN-DAY Noah has spent 37 years building a massive wooden boat, but not exactly by choice.

The 83-year-old started work on his Lake Superior schooner in Jan 1985, when he was in his 40s, anticipating the project would take around 10 years to complete.

The Minnesota man says he hopes to set sail by the time he's 90, but should life have other plans for him, he insists he could die happy.



Coral cans four

CORAL Expeditions has cancelled four Australian sailings amid Omicron variant fears, including the Coastal Treks of Tasmania, which was due to depart Hobart next Mon.

Also affected are the Circumnavigation of Tasmania, which was due to depart Hobart on New Year's Day; the Outerknown Adventures on the Great Barrier Reef from Cairns on 04 and 11 Jan; and the Across the Top of Australia, which was set to depart Cairns on 20 Jan.

P&O praises paras



P&O Cruises Australia's Pacific Partnership has helped to introduce the next generation of Ni-Vanuatu paramedicine professionals, following the valuable contributions to the guest-funded program.

ProMedical Vanuatu proudly congratulated six team members for recently graduating, having completed their Diploma of Paramedical Science.

The completion of the two-year diploma, achieved through Aussie-based organisation Emergency Australia, means the graduates have the formal qualifications to assess and help patients in an emergency, ensuring ProMedical can continue to provide the community with reliable and international standard pre-hospital emergency services.

Throughout their studies, the team completed theoretical online training, as well as practical training and assessments under the oversight of clinical

instructors and ProMedical managers.

P&O Australia Vice President - Corporate Affairs Sandy Olsen said the cruise line's guests should feel incredibly proud knowing they've assisted in nurturing a new generation of medical professionals to help with the continuing development of ambulance services in the region.

"We want to thank our loyal guests for their ongoing support in working with us to give back to the communities in the South Pacific Islands which have been so warmly welcoming P&O's fleet for nearly 90 years," she said.

"Today's remarkable graduates will not only help improve the lives of families in the community but will leave a lasting legacy on the medical teams and services for many future generations."

Pictured are the graduates Celine Eliab, Yvong Toa, Georges Jack, Jerome Sese, Pascal Nakou, and Philimon Kampai.



Travel gets hurt again

AS OMICRON becomes endemic in our communities, we can now see how travel gets treated differently.

Knee-jerk reactions in many countries are again having a detrimental impact on the travel industry, yet on the ground we're often seeing a different response.

No setting is immune from COVID-19 and we are indeed seeing cases being detected on cruise ships as Omicron spreads.

The difference, however, is that cruise ships are subject to stringent, science-based measures that include testing and vaccination requirements before boarding and detailed response plans to manage any suspected cases on board.

This isn't true in your local shops, pubs, theatres or most other land-based settings, and it's now clear the incidence of COVID-19 is far lower on cruise ships than it is on land.

In parts of Australia tens of thousands of cases are emerging each day, with few of the health protocols that are now an intrinsic part of cruising.

It's time governments recognised that cruising has gone above and beyond most other sectors during this pandemic, and ended the different treatment that hurts travel industry professionals so deeply.

