abto NEWS
ASSOCIATION OF BULK TERMINAL OPERATORS

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INTERMANAGER WELCOMES IMO SAFETY REVIEW

InterManager has welcomed a commitment by the International Maritime Organization (IMO) to review guidance governing safe working in enclosed spaces onboard ships.

Heralding the move as a significant step forward in crew safety, the association says it will work with the IMO, flag states and other maritime partners to make sure lessons are learned from the many fatalities that have occurred in enclosed spaces and also ensure new legislation is workable and effective.

InterManager submitted a comment paper to the IMO's Maritime Safety Committee (MSC) 106 meeting, co-sponsored by a number of industry partners, in response to China's proposal to revise IMO Resolution A.1050(27), which sets out recommendations for entering enclosed spaces aboard ships. InterManager's paper highlighted additional information thath it believes should be considered and provided high-level information relating to enclosed space incidents.

The ship and crew management trade body has been collating statistics on deaths and accidents in enclosed spaces since 1999 and reports that during this period, enclosed spaces have claimed the lives of 122 seafarers and 45 shore workers. However, InterManager secretary general Kuba Szymanski fears these figures could be higher still and says he believes there is under-reporting by shipping authorities.

"This is an opportunity for the shipping industry, led by the IMO, to comprehensively assess the dangers posed by the range of enclosed space and oxygen-depleted areas onboard ships *Continued...*

LOWESTOFT LOGISTICS BOOST

The Port of Lowestoft, owned and operated by Associated British Ports (ABP), has invested more than £600,000 to enhance its infrastructure and support customer Peterson's business growth.

Peterson has recently announced a new contract to provide integrated logistics services to ODE Asset Management (ODE AM). These services will include quayside services, fuel bunkering, road transport and other logistics support for offshore assets in the Southern North Sea managed by ODE AM.

Over the past 12 months, ABP has made a number of investments to upgrade Town Quay within the Inner Harbour, Peterson's main base in Lowestoft. These include the enhancement of security features, resurfacing, reconfiguration of buildings, installation of new fencing, sub-surface fuelling facilities and power upgrades, which together create a well-equipped area for customers.

Speaking about the new deal with ODE AM, Jason Hendry, managing director for England and renewables strategy at Peterson, says: "We are delighted ODE AM has chosen Peterson as its logistics partner in the Southern North Sea, and we look forward to supporting its operations from our Lowestoft base.

"We have made a long-term commitment to the Port of Lowestoft, and we feel confident that ABP's recent infrastructure improvements, together with our own plans to establish a new Control Tower at the Port, will help us to deliver service excellence to all of our customers in the years ahead."

ABP has also invested in its marine services by acquiring state-of-the-art pilot boats across the group including the *Kingfisher* in Lowestoft and recruiting and training new marine pilots. These enhancements will contribute to attracting more business from Sothern North Sea energy companies to Lowestoft.

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and to make meaningful recommendations that will remove or reduce risk, backed up by robust procedures that should aim to ensure no seafarer or shore worker dies while carrying out their jobs," he says.

In its submission, InterManager and its co-sponsors advise re-examination of previous submissions to address issues already raised, such as cargo hold gas monitoring, an appreciation of oxygen depleting cargos, cargos which are fumigated and cargos which emit toxic gas.

It states: "The scope of the revision needs to be broad and comprehensive in order to take into account both the human element and ship design factors that have contributed to previous enclosed space incidents. This would undoubtedly mitigate against, and hopefully prevent, such incidents occurring in the future."

The submission highlights a need to consider design of access as a means of reducing the number of such incidents, pointing out the risks posed by areas such as hold access

ladders, specifically the enclosed trunk ladder.

InterManager points out that previous submissions on enclosed space risks have discussed "the repetitive systemic nature of the enclosed space incidents" and this is a matter that InterManager has campaigned about, urging the shipping industry to delve deeper into accident investigations to look at the "why" as well as the "how".

The submission draws attention to industry-led investigations into enclosed space accidents, commenting: "These reviews have resulted in the emergence of several distinct themes focusing on; design and construction, gas evolution, movement and entrapment within the ship structure, and the human element prevalent in many enclosed space incidents, such as the rush to rescue a single casualty resulting in the death of many, the disregard of procedures and local adaptation of unsafe practices.

"Likewise, it has been identified that in many cases ship and shore personnel are subject to time pressure, which may result in them rushing or missing checks to meet artificial deadlines which often result in entry into spaces for which they are not fully prepared. These aspects have resulted in countless casualties where a known breach of procedure, (just a 'quick look inside!') in an enclosed space, has often ended in further loss of life."

INTERCARGO WELCOMES NET-ZERO AMBITIONS

Trade association Intercargo says it continues to fully support the ambition to achieve net-zero emission shipping by 2050.

However, the association says: "It is important to stress that this goal can only be achieved by providing the shipping industry with alternative zero-carbon fuels. The responsibility for decarbonisation cannot be placed solely on the shoulders of the ship operator at the end of the line – it is a challenge that must be dealt with holistically by the entire shipping industry.

"It is essential that appropriate policies are included in the Revision of the International Maritime Organization greenhouse gas strategy to ensure that green fuels are secured, as well as the necessary infrastructure to ensure availability and bunkering in ports around the world. Unfortunately, these aspects are not sufficiently discussed and addressed despite their critical role."

Intercargo's position is that a combination of core elements of previous proposals on medium-term measures is the best way forward, and therefore welcomes the ICS revised proposal.

DEMURRAGE TOOL AIDS SHIPPING OPERATIONS

Voyager Portal has launched a new web-based tool for optimising the often complex demurrage process, while streamlining claim calculations and management.

Providing greater insight from port operations, the company's new Demurrage Module reduces processing time by automatically capturing, logging and registering the data from SOFs (Statements of Fact) to help companies improve contracting and port operations.

"Demurrage has always been a risk factor and a significant cost in bulk and break-bulk shipping, especially during any supply chain disruption when problems with demurrage can be accentuated," says Matthew Costello, CEO, Voyager Portal, adding that disruptions caused by the war in Ukraine have already seen dry bulk demurrage rates soar to US$70,000 per day for shipments from Russia.

"Extracting data from SOFs has always been a tough problem to solve, until now. Our new Demurrage Module helps our customers unlock insights and demurrage-saving opportunities 95% faster than they could before. Chartering, demurrage, and operations teams will see tremendous value from this new addition to the Voyager Portal product line.

"With accurate and comprehensive data in hand, insights can really help with demurrage claims and the upfront negotiation of contract clauses for COAs or spot deals.

"Enhancing shipping operations and demurrage through technology has always been Voyager's core business. But this new tool is a real game changer for charterers, traders, shipowners, brokers, agents, surveyors, terminals, or any other group that makes decisions based on information extracted from Statements of Facts," he says.

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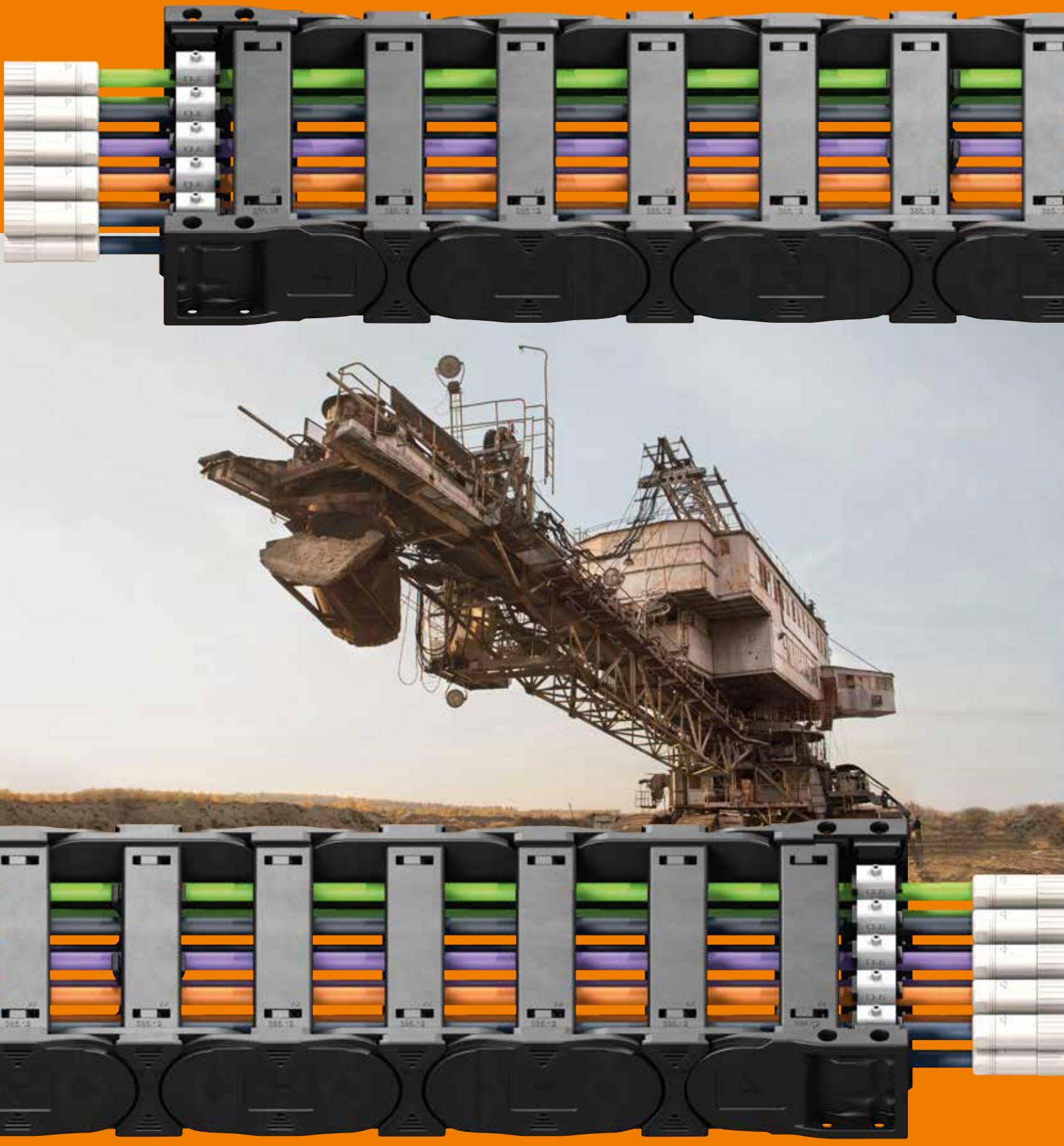

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INSURERS BRACE FOR TRAPPED SHIP CLAIMS

Marine markets face a profusion of "total loss" claims for trapped ships early in 2023, one year after the shut-down of Ukrainian ports, a London audience of practitioners was told recently.

Ukrainian ports were closed for vessel entry and exit from February 25, 2022, the day after the Russian invasion, and mines are reported to have been laid, effectively blocking as many as 100 vessels in ports and up rivers. The full value of vessels trapped is unclear, but it could be as much as $800m to $1bn.

At the time of the invasion many of the vessels had war risks policies, but on February 24 war risks insurers began to use their right to demand extra premium to extend the cover.

A market briefing recently, organised in London by the Association of Average Adjusters and the International Underwriting Association, highlighted the depth of the marine insurance issues involved, and to emphasise this it was entitled Do Mention the War!

Burkhard Fischer vice-chairman of the Association of Average Adjusters and a partner with Albatross Adjusters in Limassol, joined with Jonathan Bruce, a partner at HFW and deputy head of his firm's global insurance and reinsurance group, to survey key issues over the detention of ships. Among debatable matters is premium charged for a vessel after it has been seized, arrested, or detained.

Bruce said of the current blockage at the ports: "This is a novel situation and there is therefore quite a lot of uncertainty. Unless things change quickly, it seems likely that there will be a lot of deemed total losses all in one 'clump' next February, and some quick decisions will need to be made. Most likely, disputes can be avoided through sensible discussion and creative solutions, but there is potential for flies in the ointment, for example if vessels get destroyed by missiles. There are likely to be disputes also with reinsurers about what is considered the number of occurrences."

He said that if trapped vessels were on charter, extra premium might have continued to be paid, but over time that would presumably have stopped and most of the policies lapsed or been cancelled. In some cases, loss of hire has probably been paid by war risks insurers, but such payments were subject to limits. In many instances crews will have been evacuated, leaving only a few members for maintenance.

Bruce noted that since August, three ports had reopened for grain exports, although agreement with Russia has been under threat. Fischer added that, following the Suez Canal crisis in 1967, the Institute Detainment Clause was introduced, and a detainment clause is now automatically included in the Institute War and Strikes clauses. An arbitration took place in November-December 1981 seen as a test case on how to deal with a vessel trapped in the Shatt-al-Arab, and it was held that shipowners had lost the free use and disposal of their vessel. It was thus reasonable to consider the vessel a constructive total loss after 12 months from notice of abandonment.

EXPERIMENT EXAMINES HOLD TECHNOLOGY

Nippon Yusen Kabushiki Kaisha, NYK Bulk and Projects Carriers, and Maritime Technical International recently completed a 35-day experiment using IoT sensors to measure the holds of dry bulk vessels, effectively confirming the effectiveness of the system in actual voyages.

The quality of the hold environment during the voyage is an important factor in maintaining the quality of marine transport on dry bulk vessels. At present, it is common for crew members to periodically enter the hold to visually check the condition of the cargo, but there are issues such as the risk of crew members overlooking abnormalities and the inability to enter the hold to conduct inspections during rough sea conditions.

To solve these problems, technologies for monitoring the hold environment using equipment that requires wired communications and a power supply have been developed, but their use has been limited because they require construction work to be done on the ship and large investments.

The three companies have therefore developed a new system that does not require any construction work on the vessel. The new system is a comprehensive management system for reducing the risk of damage to cargo. It features 24-hour remote monitoring and data collection of the holds of dry bulk vessels, analyses of past data, and visualisation of cargo-damage risks based on predictions of future conditions.

In dry bulk vessels, it is difficult to supply power to wireless communication and sensor parts from the hold. IoT sensors using LPWA wireless communication technology can be used to monitor the transport environment, such as temperature and humidity in the hold, and the sensors can be remotely monitored in real time from the ship's bridge during the voyage. In addition, the system has a function to notify the crew with alarms or other means if it observes data that could cause damage to the cargo.

Furthermore, sensors monitoring temperature and humidity can be replaced to monitor acceleration, water leakage, illumination, carbon monoxide, etc. By accumulating this data, it will be possible to predict conditions based on past data analysis, which is expected to further improve the quality of transport.

WHITE PAPER HIGHLIGHTS AMMONIUM NITRATE RISKS

Global cargo handling association ICHCA International (ICHCA) focuses on helping ships transporting ammonium nitrate to manage risks in a White Paper detailing guidance for fire prevention and mitigation.

The risks posed by poor conditions of storage of this common compound, which is used extensively in the fertilisers and explosives industries, have been well documented, but awareness of the dangers of fire during transportation by sea is less well known. The objective of this guide, entitled Ammonium Nitrate Fire Risk on Board Ships is to outline best practice with respect to the management of risk on vessels chartered to ship the compound through ports around the world.

The White Paper outlines in detail ammonium nitrate's peculiar reactions to heat and subsequent conflagration, as well as the nature of its decomposition. These characteristics mean that the specifications of vessels' equipment, including deck cranes, hatch covers, hold linings, fuel tanks and pumps, also forklifts and other handling devices, must be precise. The paper offers comprehensive guidance on these particulars.

Above all, however, from a fire prevention point of view, emphasis is put on compliance with IMDG Code, which typically requires ammonium nitrate to be stowed on deck only. The Code does, however, allow an exception for certain forms of the compound and fertiliser containing it to be stowed under deck. The rules for this are outlined in clause 7.6.2.8.4.

"This seemingly unremarkable clause is in fact crucial to safe shipping of ammonium nitrate," explains the paper's lead author Brian Devaraj, who is a member of ICHCA's Technical Panel. "7.6.2.8.4 states that certain UN Numbers of the product may be stowed under deck in a clean cargo space capable of being opened in an emergency, including need to open hatches in case of fire to provide maximum ventilation and to apply water. This of course precludes a hold containing ammonium nitrate to be over-stowed with another cargo."

The White Paper is at pains to underline that while all IMDG clauses are pertinent to fire risk, all ships and cargo operators must be particularly cognisant of Clause 7.6.2.8.4. as it is crucial to the ability to respond effectively if an ammonium nitrate fire on board a ship is out of control and the risk of an explosion is imminent.

The intention of the clause is that all a vessels' hatches – including tween decks – shall be openable in case of an ammonium nitrate fire. There is, however, potential to misunderstand this point and ICHCA is working with the International Maritime Organization and stakeholders to clarify the wording of the clause. Several jurisdictions that handle the product in significant quantities have taken heed of this risk and the related IMDG requirements. At the time of publishing, three countries that have specific arrangements are Australia, South Africa and Chile. The guidance of these authorities is contained within the White Paper, available here

IMO ADOPTS NEW SAFETY CODE

A new mandatory safety code for ships carrying industrial personnel – aimed at ensuring the safety of people transported to work on offshore facilities, including windfarms – has been adopted by the International Maritime Organization's (IMO) Maritime Safety Committee (MSC 106), which met from 2 to 11 November 2022.

The new Chapter XV of the International Convention for the Safety of Life at Sea (SOLAS) and the associated new International Code of Safety for Ships Carrying Industrial Personnel (IP Code) were developed by the IMO Sub-Committee on Ship Design and Construction (SDC 8).

The aim is to provide minimum safety standards for ships that carry industrial personnel, as well as for the personnel themselves, and address specific risks of maritime operations within the offshore and energy sectors, such as personnel transfer operations.

Such personnel may be engaged in the construction, maintenance, decommissioning, operation or servicing of offshore facilities, such as windfarms, as well as offshore oil and gas installations, aquaculture, ocean mining or similar activities.

The amendments and Code are expected to enter into force on 1 July 2024.

OLDENDORFF INVESTS IN AOT

Dry bulk operator Oldendorff Carriers has signed a deal that will see it invest in leading maritime digital solutions provider Alpha Ori Technologies (AOT).

Peter Twiss, CEO of Oldendorff, says: "We are pleased to be an investor in Alpha Ori Technologies. Having considered various cleantech, optimisation and fuel savings products on the market, we believe AOT has the right mix of talent, technologies and futuristic vision to be a transformative force in shaping the future of the maritime industry. With this investment we not only want to support the digitalisation and decarbonisation journey of our industry, but also benefit from it directly."

With a diverse range of products that includes SMARTShip, SMARTVoyager, ShipPalm and VIO, AOT aims to transform the maritime industry by harnessing the power of real-time data, generating insights for faster decision-making, and helping customers achieve cost efficiencies and lower emissions.

UN CALLS FOR SUPPLY CHAIN INVESTMENT

The UN Conference on Trade and Development (UNCTAD) in its flagship Review of Maritime Transport 2022 has called for increased investment in maritime supply chains. Ports, shipping fleets and hinterland connections need to be better prepared for future global crises, climate change and the transition to low-carbon energy.

The supply chain crisis of the past two years has shown that a mismatch between demand and supply of maritime logistics capacity leads to surges in freight rates, congestion, and critical interruptions to global value chains.

Ships carry over 80% of the goods traded globally, with the percentage even higher for most developing countries, hence the urgent need to boost resilience to shocks that disrupt supply chains, fuel inflation and affect the poorest the most.

"We need to learn from the current supply chain crisis and prepare better for future challenges and transitions. This includes enhancing intermodal infrastructure, fleet renewal and improving port performance and trade facilitation," UNCTAD Secretary-General Rebeca Grynspan said. "And we must not delay the decarbonisation of shipping," she added.

Logistics supply constraints combined with a surge in demand for consumer goods and e-commerce pushed container spot freight rates to five times their pre-pandemic levels in 2021, reaching a historical peak in early 2022 and sharply increasing consumer prices. The rates have dropped since mid-2022, but they remain high for oil and natural gas tanker cargo due to the ongoing energy crisis.

Dry bulk freight rates increased due to the war in Ukraine and related economic measures, as well as the prolonged COVID-19 pandemic and supply chain disruptions. An UNCTAD simulation projects that higher grain prices and dry bulk freight rates can lead to a 1.2% increase in consumer food prices, with higher increases in middle- and low-income countries.

BLUE WORLD MOVES INTO MARINE

Danish fuel cell manufacturer Blue World Technologies is extending its shipping activities. With a methanol fuel cell-powered auxiliary power unit (APU), the company wants to replace conventional diesel generators for power supply on board ships.

The company is a manufacturer of high-temperature proton exchange membrane (HT PEM) fuel cells and will start series production later in December 2022.

With the decision to extend the company's activities within development and manufacturing to cover APU systems for marine usage, the company will be able to provide modular APU solutions in the megawatt range for direct integration in new builds, as well as retrofits in existing ships.

START-UP'S SOFTWARE DEVELOPMENT

Maritime tech start-up Harbor Lab has secured €6.1m in funding to further develop its shipping disbursement analysis software program. Disbursements are all expenses that the agent makes on behalf of the operator while the vessel is in port. Port expenses are the second largest cost behind bunkers for a shipping company and amount annually to more than $120bn.

The Athens-based company is the first to offer SaaS (software-as-a-service) disbursement account analysis software that automatically calculates and evaluates port expenses against real-time port tariffs. It will use the capital injection to acquire talent to scale up its core products that are already bringing significant savings and greater transparency to the maritime industry.

HarborLab CEO and founder Antonis Malaxianakis says: "Many digitalisation gaps have been closed across shipping in recent years. However the disbursements process in shipping companies is often inefficient and administration-heavy, with little visibility for the ship operator of the actual costs associated with port calls. Harbor Lab's DA Tool addresses these issues and can save operators around $2000 per port call, when a vessel operates in the spot market, and $1500 when she is on time charter."

Costs paid on disbursements often include port dues, towage and pilotage fees, which combined represent the second-largest operating cost after fuel for a ship operator.

Through the Harbor Lab DA Tool, the ship operator can appoint a representative in port, confirm decisions and compare fees for items paid through their disbursements account, reducing administration by up to 500% – an operator can handle six to eight vessels manually, but 40 through the platform.

By leveraging the total volume of port calls processed through Harbor Lab's platform, operators secure discounts on marine services and agency fees, producing savings that can reach on average seven times the amount spent on Harbor Lab's services.

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NORTHSTANDARD – THE NEW NAME FOR NORTH AND STANDARD CLUB

Introducing NorthStandard

On 20th February 2023, The North of England Protecting and Indemnity Association Limited (North) and The Standard Club will merge to form NorthStandard, a new single legal group with oversight of the marine insurance activities of both organisations.

The merger will make it possible for all the companies within the NorthStandard group to provide even more benefits for members through increased scale, enhanced financial security, and service expansion.

What's changing

As part of creating this new entity, North will become the group's parent company and change its registered corporate name to NorthStandard Limited. There will be no change to the underlying insurance business.

Apart from North, all other businesses within the NorthStandard group will continue to use their existing names and provide their current services. In short: in England, The North of England Protecting and Indemnity Association Limited will be renamed NorthStandard Limited but the company registered as North of England P&I in Ireland will not change its name; meanwhile The Standard Club UK Ltd, The Standard Club Asia Ltd and The Standard Club Ireland will not change their names.

Uninterrupted cover

The merger of North and The Standard Club will have no impact on any cover already in place.

All existing insurances, certificates, blue cards, guarantees, undertakings, powers of attorney and other insurance or legal documentation bound or issued by insurance underwriting entities in either North or The Standard Club prior to 20th February 2023 will continue uninterrupted in accordance with their terms.

For the avoidance of doubt, the change of name of The North of England Protecting and Indemnity Association Limited will not affect the validity or enforceability of documents issued under that name.

Continuity of contact

From 20th February next year onwards, NorthStandard will continue to provide timely guidance, continuous support and efficient claims handling.

Over the coming months we will keep our members and other market stakeholders updated on the progress around the merger. In the meantime, where documentation includes contact information for North, The Standard Club, or correspondents or agents authorized by either organization, relevant parties should continue to contact them in the usual ways. Any documentation issued after the merger date will include a relevant NorthStandard contact.

The merger of North P&I Club and The Standard Club is expected to yield significant benefits for members through scale, enhanced financial security, strategic investment and service expansion. For more information on NorthStandard, please visit www.nepia.com/topics/north-and-the-standard-club/

For more information on our contacts: please visit: www.nepia.com/about-us/our-people/

For inquiries relating to planned changes to the wording in certification, please get in touch with your usual contact, or email **namechange@nepia.com**.

RELIABLE TRANSPORT IN U-SHAPE

The U-shape conveyor allows the implementation of narrower curve radii than a troughed belt conveyor and higher mass flows than a pipe conveyor. At the same time and contrary to the troughed belt conveyor, it protects the material conveyed from environmental stress and the environment from material loss and emissions. Thus this u-shaped conveying solution has proven to be an ideal alternative in the cement and mining industry as well as in port terminals if high capacity is required with little space available.

The closed pipe conveyors are suitable to protect fine material such as ash and ore concentrates or even household waste from external influences. The higher the requested conveying capacity has to be, the larger the whole system has to be dimensioned. The diameter directly affects the width of the conveyor and the minimum curve radius. What happens if the required space is missing? "We offer our U-shape conveyors in different versions. This depends on the respective application," says Karl Filarowski, Sales Director, BEUMER Group Austria.. The P-U-shape conveyor offers the functionalities of a pipe conveyor, but is also able to transport coarse materials. In this version the upper strand is formed to an U, while the return strand keeps its tubular shape. "This saves space and prevents loss of material," explains Filarowski. This solution permits the owner to benefit from a significantly higher transport capacity with the same belt width compared to the pipe conveyor. Filarowski mentions an example: The pipe conveyor is a volumetric system. If we consider the starting basis of a tube diameter of 150 and a belt width of 600 mm, the conveying capacity amounts to 100 cubic metres per hour. The P-U-shape conveyor achieves a capacity of 170 cubic metres with the same size. "Thus we can offer the customer an approx. 70% higher conveying capacity".

U-shape conveyor instead of troughed belt conveyor

The T-U-shape conveyor, on the contrary, is suitable in case the owner relies on the advantages of a troughed belt conveyor, but has to consider the specific topographic conditions. This happens if for example narrower curve radii are required or if there are line sections, which require a thinner construction. This way it is for example possible to install a troughed belt conveyor for the routing outside the tunnel, and in the tunnel itself the design of the conveyor changes to a T-U-shape conveyor. "Compared to a troughed belt conveyor with a capacity of 500 tons per hour and a belt width of 650 mm, it is possible to achieve the same capacity with a T-U-shape conveyor saving 150 mm of space," describes Filarowski. "The bigger the troughed belt conveyor, the bigger the related space saving".

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- Electrostatics in Powder Handling – December

Storage and Handling of Bulk Materials:

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- Biomass Operations and Handling Technology – April
- Storage and Discharge of Powders and Bulk Materials – April
- Overview of Particulate Handling Technology – October

Pneumatic Conveying: on campus

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