

FREIGHT INDUSTRY MUST RESIST TIDAL WAVE OF DRUG SMUGGLING

In the past two months, yet more examples of criminal gangs utilising the complexity of European import trades to smuggle in drugs have continued to emerge.

Reports include cocaine in containers of fruit through the port of Antwerp; in Rotterdam, narcotics were discovered in reefer containers carrying melons from Panama; ecstasy with a value of €1.5m in a truck at Calais and Le Havre emerging as a hotspot for cocaine imports; 133 kilos of marijuana and hashish at the Port of Motril in southern Spain brought in from North Africa; and news of smuggling gangs with links to Brazil operating in Lisbon and Oporto.

"These are just fragments of the evidence that we have of the crucial role ports are playing in the illicit drug trade across Western Europe," comments Mike Yarwood, managing director loss prevention at TT Club. "110 tons of cocaine were seized at the port of Antwerp last year and much has been reported of how the city has become the European hub for drug importation. But the network of channels for the trade is widespread and few ports along the seaboard can turn a blind eye to the problem."

To open the industry's eyes to the dangers yet further, TT is committing significant resources to collating detailed reporting, including that of their partner BSI Screen, to create greater awareness of the sophisticated methods that criminals employ, the extent of their geographical reach and the diverse gateways they are using to supply the vast European market for illicit drugs.

"Increasing awareness, particularly the role of European ports in drug smuggling is crucial to restricting this trade," comments Erica Bressner, BSI's European analyst. "Especially as indications show that smuggling at ports may be increasing for certain key narcotics, such as cocaine. Europol has reported record-setting seizures of cocaine every year since 2017, particularly in seaports. This points to a growing market for the narcotic as cocaine becomes more affordable to the average consumer."

"In response, European port authorities have worked to implement additional security measures to combat this trade and its concurrent violence. However, the control of the criminal syndicates is such that they have the ability to adapt their smuggling routes to evade authorities. This includes a diversification of smuggling routes to target non-traditional ports of entry where security measures are less intensive," says Bressner.

With the potentially enormous profits to be made within the drugs trade, funds to bribe port employees and others working in the transport infrastructure are readily available. Customs officials and police officers are not beyond corruption and the current levels of inflation and high living costs are further incentivising those that were perhaps beyond reproach in the past. In addition to corruption, *Continued...*

BEUMER BOOSTS OFFERING

With the acquisition of the Hendrik Group, a leading company for air-supported belt conveyors, BEUMER Group is expanding its portfolio in the field of bulk material transport.

In particular, the handling of alternative fuels and raw materials (AFR) confirms BEUMER's commitment towards sustainability and is at the same time fully complementary to the current technologies offering ensuring an even broader customer benefit.

The technology also generates additional potential in the field of bulk material handling of sensitive materials when it comes to preventing hazardous substances from being released into the environment.



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the criminal syndicates are able to discover key contacts at the ports (often online and through social media) and threaten them and their families with harm to ensure their compliance and silence.

Ports offer an attractive transfer point for drugs from sea-going vessels and containers to trucks. These trucks leaving for the hinterland can contain contraband, often without the driver's knowledge, and are hijacked, increasingly by heavily armed and brutal gangs. Also becoming more extensive is computer hacking, either to directly obtain information of a specific container's whereabouts or intended destinations, or to plant tracking software that facilitates raids at pinpointed locations.

Much more vigilance across European port communities is clearly required. TT's Yarwood outlines one strategy: "Employee vetting and training both in terms of motivating them to be vigilant and loyal, but also in terms of maintaining secure processes of documentation and online communication. Identifying the more common

origin points of contraband cargo, such as South America and North Africa, and 'rogue' consignees and unexpected delivery points will help," he advises.

Security at the established targeted ports has naturally been increased with, for example a new 70-strong security corps established in Antwerp, increased CCTV surveillance and the use of drones in Rotterdam, and a specialist anti-drug trafficking police unit in the Netherlands. However, the crime groups are well entrenched, having established long tentacles throughout supply chains and are sophisticated in their expertise and knowledge of how trade works.

"We are dealing with global crime syndicates," concludes Yarwood. "Efforts to combat their activities will be akin to squeezing a half-inflated balloon – we may constrict them in one or two ports, but they will find ways to exploit others. We urge all in our industry then to be aware of the possibilities of drug importation and to take all steps they can to restrict this illicit trade."

IS SLOW-STEAMING THE ANSWER?

[Port of Rotterdam spin-off PortXchange has emphasised recently the role ports play in reducing shipping emissions, highlighting the limitations of slow-steaming.](#)

According to PortXchange, the International Maritime Organization (IMO) has long been committed to reducing the industry's carbon footprint, aiming for a minimum 50% reduction in greenhouse gas (GHG) emissions by 2050 through stricter regulations and improved energy efficiency.

However, recent discussions at the Green4Sea Forum in Athens have highlighted IMO's challenges in developing credible plans and policies: suppose IMO fails to provide effective solutions? In that case, there is a risk that regional and national authorities will take unilateral actions to regulate emissions, potentially fragmenting the global shipping industry's operations.

In the quest to reduce the shipping industry's GHG emissions, it has become increasingly evident that slow-steaming, a commonly employed strategy, may not be the ultimate solution everyone thought, PortXchange says.

"Recent studies by Simpson Spence & Young and Clarksons have cast doubt on the effectiveness of slow-steaming, a widely employed strategy," the organisation says. "These studies suggest that the benefits of slow steaming may have been overestimated due to unrealistic assumptions about fuel consumption and ship speed. Real-world evidence indicates that the relationship between ship speed and fuel consumption is more nuanced than previously believed, challenging the assumptions underlying the IMO's Carbon Intensity Indicator (CII) regulation. This calls for a re-evaluation of strategies."

Instead, PortXchange suggests that a greater focus on the role of ports in achieving emission reduction goals is

beginning to be recognised and their role in helping shipping lines achieve emission reduction targets. Acknowledging ports as key partners in the fight against emissions highlights the need for a comprehensive approach to environmental sustainability in the maritime sector.

"This recognition highlights the need for a comprehensive approach to environmental sustainability in the maritime sector, with ports serving as vital partners in the fight against emissions. So as the industry navigates these complexities, there is an urgent call for holistic approaches encompassing the entire logistics chain, with ports playing a pivotal role in achieving emission reduction targets.

"The maritime sector is also increasingly turning to data-driven decision-making and digital solutions to address these challenges and accelerate the industry's adaptation to a changing world. One notable example that brings these two ways of thinking together is the Port of Rotterdam, which has embarked on a sustainability journey to minimise its environmental impact. However, obtaining accurate real-time data on transport emissions proved to be a significant hurdle for the port, hampering the implementation of targeted improvement strategies."

To overcome this challenge, the Port of Rotterdam employed PortXchange Synchronizer developed by PortXchange, a digital solution designed to align all stakeholders in a port call, reduce emissions and facilitate just-in-time arrivals.

In addition to the implementation of PortXchange Synchronizer, the Port of Rotterdam implemented PortXchange EmissionInsider, a newly launched solution to provide ports with a holistic view of their transport-related emissions.

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LIFE-ENHANCING APP FOR SEAFARERS

The Mission to Seafarers charity has unveiled its “Happy at Sea” mobile app. For the first time, this revolutionary app provides seafarers with centralised access to The Mission to Seafarers’ services, which are available day and night, 365 days a year, in more than 200 ports across 50 countries. By leveraging digital technology, seafarers can now conveniently access essential services, improving their welfare and mental health during their time at sea.



[from left to right] Eman Abdalla, Global Operations & Supply Chain Director at Cargill Ocean Transportation, Ben Bailey, Director of Programme at The Mission to Seafarers, and Anne Moschner, Director Communications at DNV Maritime, at The Mission to Seafarers launch of the "Happy at Sea" app on 6 June during Nor-Shipping 2023.

Billed as the world’s first digital seafarers’ centre, the Happy at Sea app empowers seafarers to take charge of their port welfare needs and safeguard their mental health. The free-of-charge app offers an array of features, including the ability to pre-order requests ahead of port visits and access the Mission’s extensive range of wellbeing resources even when offline, addressing the issue of limited internet access onboard ships.

The Seafarers Happiness Index survey can also be easily completed within the app, followed by tailored resources and support based on each seafarer’s responses. By embracing this innovative platform, seafarers gain access to vital support in an efficient and user-friendly manner.

With a history of supporting seafarers dating back to 1836, The Mission to Seafarers leveraged its extensive expertise and insight to design the Happy at Sea app, catering specifically to the needs of seafarers. Developed with funding from DNV, Cargill, and The Seafarers’ Charity, the app directly addresses the increasing digital needs of seafarers who frequently encounter

challenges such as loneliness, mental health issues and limited access to facilities and communication.

The Happy at Sea app can be downloaded from either the Apple iOS App Store or the Google Play Store. The app’s small size ensures that it can be easily downloaded even with limited internet connectivity. Regular updates will introduce new functionality to enhance the user experience. The app also features the Flying Angel, an innovative chatbot powered by AI technology, designed to provide quick responses to frequently asked questions.

In addition to accessing a global directory of the Mission’s teams, seafarers will have the ability to instantly pre-order a wide range of services. These include ship visits by port welfare officers, transportation, shopping items such as SIM cards, and even private pastoral counselling sessions with trained professionals for those requiring specialised support. The Happy at Sea app will significantly enhance the well-being of seafarers by providing them with accessible resources and support when they need it most.

Other features of the app include a simple log-in process, a comprehensive port database for effortless check-ins and the ability to stay updated with the latest news even without an internet connection. This is due to the app’s functionality to automatically download news in the background while connected to wifi to avoid using up costly data – data being a critical lifeline keeping seafarers in contact with loved ones.

Ben Bailey, director of programme at The Mission to Seafarers, says: “Our goal with the Happy at Sea app is to enhance the lives of seafarers worldwide by centralising our resources. Since the onset of the pandemic, we have witnessed a significant surge in requests for support through digital channels, be it through our CrewHelp service, local Facebook pages, and WhatsApp groups. This app will enable seafarers to easily track their requests, while also empowering our teams to work more strategically within the ports. We take pride in the fact that our services are tailored to meet local needs in every one of our 200 locations, and the Happy at Sea app will provide seafarers with rapid access to these essential facilities.”

The Happy at Sea app is available for both Apple and Android devices, ensuring broad accessibility to seafarers across the globe. It will initially be launched in the Mission’s Oceania Region from June 2023, with plans for a gradual rollout across its extensive network of locations in the coming months.

Click [here](#) for more details.

LATEST FROM BRITISH PORTS AUTHORITY

RECORD-BREAKING YEAR

Associated British Ports (ABP) announced recently that as of the end of May 2023, the Port of Ipswich handled more than one million tonnes of exports and imports since the start of the year, making 2023 a record-breaking year for the port's role in supporting British trade and Suffolk businesses.

This was the first time the port has supported this amount of exports and imports of various products, which includes agribulks and construction materials, in this five-month period, and has been credited as being as a result of a strong harvest.

At the end of May, around 13,500 tonnes of urea fertiliser arrived at the port from Damietta, Egypt on board the MV Selecta, enabling the port to break through the million-tonne mark. This was the largest fertiliser vessel to visit the port this year and was discharged using ABP's dual-powered (electric and diesel) Mantsinen cranes.

The Port of Ipswich handles a wide variety of commodities and ABP has recently marked 25 years of its ownership of the port, as well as the tenure of Clarkson's Port Services at the port's Sentinel Terminal.

DIGITAL PROGRAMME

ABP has also launched a programme to digitalise asset management across its network of 21 ports, providing a mobile solution that will enhance the reliability and sustainability of port operations.

By investing £1.5m in a mobile solution of this scale, ABP says it is reaffirming its role as a pioneer in driving digitalisation in the UK ports sector. In collaboration with Mainsaver and Spidex, this wider rollout follows a successful pilot trial of the new technology, which was undertaken at a number of ABP's ports, including in Garston, Ipswich, Immingham, Hull, Newport and Southampton.

Working with ABP employees in roles that interact with Mainsaver Connect maintenance management application software, the trial ensured that both large and small ports were considered to test fully the practicalities of implementing and allocating work in a digital manner.

The deployment of the product, Mainsaver Connect, is a mobile derivative of the Mainsaver Computerised Maintenance Management System (CMMS), a US product which is supported by Spidex, a UK based developer and affiliated support arm.

Mike McCartain, ABP's group director of safety, engineering and marine, comments: "Going digital with our asset management is an important step in building the sustainable Ports of the Future, where information is shared accurately and instantaneously, so

that we can make well-informed decisions, spot trends and optimise the safety and sustainability of our operations."

The mobile device rollout will include the deployment of hundreds of tablets and focused training sessions for engineers across ABP's regions, which will aim to equip them with the skills and knowledge to work optimally and maximise the benefits they get from using the technology.

This latest investment in digitalisation builds on ABP's action in 2021, when the Port of Southampton became the first British port to install a private 5G network.

Taken together, the two primary benefits of this mobile digital solution – access to enhanced information visibility in real time and instant access to stock records – will help inform business decisions and support the delivery of ABP's net-zero sustainability strategy, "Ready for Tomorrow". Launched in February this year, the strategy sets out a plan to reach net-zero greenhouse gas emissions from ABP's own operations by 2040.

In July 2022, ABP became the first UK ports group to trial innovative wearable safety devices designed by Rombit. The devices, which are worn on the wrist, arm or ankle, and attached to machinery, have a wide range of uses including lone worker support, collision avoidance and evacuation in case of emergency.

THE WOLFSON CENTRE FOR BULK SOLIDS HANDLING TECHNOLOGY AT THE UNIVERSITY OF GREENWICH, MEDWAY.

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- » Control of plant wear
- » Dust control
- » Bulk Materials characterisation
- » ATEX/DSEAR compliance
- » Expert Witness services

SHORT COURSES FOR INDUSTRY

We also provide a range of short courses to help delegates identify potential bulk materials handling problems and advise on how to avoid and/or overcome these issues. They fall under 4 main categories

Pneumatic Conveying:

- » Pneumatic Conveying of Bulk Materials
- » Pneumatic Conveying System Design
- » Rotary Valves; Design, Selection and Operational Issues
- » Commissioning and Troubleshooting 'Hand's On' Pneumatic Conveying Systems

Storage of Bulk Materials:

- » Storage and Discharge of Powders and Bulk Solids
- » Design of Equipment for Storing and Handling Bulk Materials
- » Biomass Handling, Feeding and Storage (can be adapted to other materials such as waste, recycled goods, pellets)

General bulk materials handling:

- » Overview of Particulate Handling Technology
- » Port and Terminal Operations for Bulk Cargoes
- » Measurement of the Properties and Bulk Behaviour of Particulate Materials
- » Dust Control in Processes

Specialist areas of concern:

- » Caking and Lump Formation in Powders and Bulk Solids
- » Undesired De-blending and Separation in Processes and Equipment
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- » Numerical Modelling of Solids Handling and Processing
- » Powder Handling and Flow for Additive Manufacturing

SEAFARERS CALL FOR MORE TRAINING TO WORK WITH NEW TECH

Eighty-one percent of seafarers indicated that they require either partial or complete training to effectively work with the advanced technology that will be present onboard future ships, according to a recent study. Similarly, more than 75% of the respondents expressed a requirement for partial or complete training on new fuel types such as liquefied natural gas (LNG), batteries or synthetic fuels. This training deficit rose to 87% of survey respondents for emerging fuels such as ammonia, hydrogen and methanol.

The study, published by DNV and co-sponsored by the Singapore Maritime Foundation (SMF), examined the key drivers transforming the maritime industry and their impact on ship management and seafarers. The study was handed over to SMF Chairman Hor Weng Yew during the recent Nor-Shipping trade fair in Oslo.

The research draws on a comprehensive methodology combining a literature review, expert consultations, and a survey of over 500 seafarers responsible for operating dry bulk, tanker, and container vessels globally. Of the many forces shaping the future of maritime, decarbonisation and digitalisation were identified to have the most profound impact on the future of seafarers and ship management leading up to 2030.

As shipowners and operators are increasingly deploying modern technologies onboard and exploring the use of alternative fuels in a bid to stay compliant, the handling of incoming fuels and technologies will require the crew to have additional skill sets and thus the need for comprehensive training. At the same time, growing automation of components and systems onboard is expected to bring about a rise in autonomous and smart ships, thus the need to consider remote shore monitoring in the future.

Launching the study, Cristina Saenz de Santa Maria, regional manager South East Asia, Pacific and India at DNV Maritime, said: "With decarbonisation and digitalisation rapidly transforming the maritime landscape, it is essential that shipowners and managers understand the new challenges and opportunities that these forces present. Proper training and industry collaboration will be imperative to ensure seafarers are equipped with the competence and skills to operate ships using new fuels and technologies in a safe and efficient manner. Upskilling seafarers will not only enable them to execute additional monitoring and maintenance tasks onboard but can also be leveraged upon to improve attraction and retention in the industry."

Chairman of SMF, Hor Weng Yew, said: "The work that we do this decade is important and complements the efforts of the shipping community to meet the net-zero target in 2050. It is essential that we begin by understanding where the competency gaps are, areas of training most needed and then work as an industry to equip sea-going professionals with the transition and future skills needed to safely and effectively operate the new-fuelled types of ships that are coming into service."

Following the research results, the study recommends seafarer training to be prioritised for fuels that are most likely to be predominant in the current decade, capitalising on the ease of accessibility and range of modern training methods to improve skill deficits.

It was also found that career advancement and development opportunities for seafarers will improve with the trend towards decarbonisation and digitalisation, complemented by the expected prevalence of complementary shore-based roles in the future.

Download the report in full [here](#).

DNV RELEASES STEEL-LOADING SOLUTION AND AWARDS AiPs

Classification society DNV has released its new Steel Load Planner (SLP), a self-service application that can provide instant confirmation of rule compliance for proposed loading plans. SLP provides users with a reliable and efficient solution for the transport of steel coils, enabling optimised cargo intake, ensuring compliance with the applicable rules, and reducing the risk of accidents and incidents at sea.

Steel coils come in various sizes and weights, making it challenging for ship managers and operators to assess whether their vessels are suitable for a proposed shipment. With SLP, users can tailor a vessel's loading plan according to the proposed shipment, for any steel coil dimensions. At the same time, they can confirm the vessel's inner hull strength capacity for the shipment according to the applicable rules. Users can then easily create, check, and print the load plan, ensuring the load can be transported securely, while utilising the maximum cargo capacity of the vessel.

"SLP is going to be a real game-changer for our customers,"

said Morten Løvstad, vice president and global business director for bulk carriers, DNV Maritime. "The SLP app provides the possibility to verify various loading plans virtually instantly. It also provides a lot of flexibility on the size and dimension of the coils and allows for a wide range of different loading patterns. This increased hold utilisation means that our customers are optimising their cargo intake, leading to not only improved revenue opportunities, but reduced emissions. By using SLP customers can also simplify their internal processes, save time, and improve communication between interested parties by giving near real-time access to reliable and accurate data."

While every vessel must be provided with an approved cargo securing manual, most of these manuals do not contain detailed information regarding the carriage of steel coils or only particular types of steel coil, leaving it up to the loading planner to find a way to determine the loading limits. SLP has been designed to be particularly useful for those cargo planners preparing the stowage of steel coils in

general dry cargo vessels or bulk carriers, where cargo-type-specific information, which they need to determine the permissible cargo load and avoid damage to the ship structure, is often lacking.

The new Steel Load Planner app is available now via the Veracity marketplace.

DNV has also awarded Viridis Bulk Carriers an Approval in Principle for its ammonia-fuelled short sea bulk carrier design.

As the maritime industry is looking to bend the carbon curve towards zero, green ammonia is one of the promising options. As production is scaled, the ease of transport and storage and good energy density, offers some advantages over other low- or zero-carbon options – provided the

technical and safety challenges are managed. The Viridis Bulk Carriers design, developed by Kongsberg Maritime, is for 5,000 dwt short seas vessels that offer a range (3,000 nm) and safety levels equivalent to conventionally fuelled vessels.

“We are delighted with yet another milestone for our ammonia powered short sea bulk vessel,” says André Risholm, board member of Viridis Bulk Carriers. “Considering the heightened emission reduction targets set by the EU and International Maritime Organization, our Viridis vessels will fully adhere to these standards. This will empower charterers to benefit from exceptional greenhouse gas reductions throughout their logistical value chain.”

Tuva Flagstad-Andersen, regional manager of region north Europe at DNV says: “DNV introduced the gas-fuelled

MORE FOCUS NEEDED ON CYBER SECURITY

Energy and maritime professionals have been warning that more focus on cyber security is needed, as safety-critical systems become more connected.

DNV’s Cyber Priority research explores the changing attitudes and approaches to cyber security in key industrial sectors. It draws on the views of 1,400 industry professionals, complemented by in-depth interviews with leaders and experts.

The latest edition of the research includes dedicated reports on the state of cyber security in the energy and maritime industries:

Energy Cyber Priority 2023: Closing the gap between awareness and action

Maritime Cyber Priority 2023: Staying secure in an era of connectivity

PORT EVERGLADES PACKS A PUNCH

If the pandemic and its fallout was a one-two punch to the seaport industry’s core, then Port Everglades’ newly released annual economic impact report is just the salve needed.

In Martin Associates’ contracted review of the seaport’s employment and financial influence from its cargo and cruise sectors, the Port’s footing as an economic driver is solid, not only for Broward County, but for the state of Florida.

The study measures the Port’s impact in terms of jobs, personal earnings, business revenue, and state and local taxes for Fiscal Year (FY) 2022. The results bear out the Port’s impact:

- \$33bn in economic activities
- \$1.18bn in state and local taxes
- 9,584 direct local jobs
- 216,543 Florida statewide jobs supported.

“The significant economic impact numbers demonstrate that we’re squarely back in the ring and ready to maintain our standing as a leading seaport in Florida with diverse business lines that allow us to be the port of choice for ocean-going cargo and cruise guests,” says CEO and port director Jonathan Daniels.

There was a nearly 10-percentage point increase in economic activity compared with the previous year’s \$30bn, and that upward trend in numbers is seen across the board in the FY22 report.

“While we are focused on continued growth that includes being able to accommodate larger vessels with three additional super post-panamax gantry cranes arriving later this year, not only are we going to be big-ship ready, more importantly, we are right-ship ready.”

In the last fiscal year, Port Everglades’ three business lines recorded notable increases. Cargo had some record months for volumes with sailings from new markets in India, Asia and the Mediterranean. The Port also saw an uptick in its cruise traffic to mostly Caribbean destinations, and forecasts that more than 3.6 million guests will travel through the Port in FY2024. Not to be outdone, the energy sector saw its second-highest volume in Port history.

“The Port will continue to build on its FY 22 growth. That work has commenced with the cruise and cargo sectors notching numerous wins, including Disney Cruise Line selecting our Port as its second homeport – with plans fully underway to open this autumn – coupled with this week’s arrival of MSC Mediterranean Shipping Company’s Santana Service, which connects South-East Asia to the US, as part of the company’s port rotation change,” Daniels says.

BIFA URGES MEMBERS TO SPEAK UP ON CUSTOMS REVIEW

Responding to the news that the UK government's review of the customs intermediary sector has now started, the British International Freight Association (BIFA) is urging its 1,600 corporate members to make their opinions known.

The latest review, announced in the 2023 Spring Budget, follows one undertaken in 2022, and is seeking views on the introduction of a voluntary standard for customs intermediaries.

Steve Parker, BIFA director general, says: "Our members, which are responsible for managing the movement of a significant proportion of the UK's cross border trade, are at the sharp end when it comes to customs processes.

"The government's announcement acknowledges that its previous review found that customs intermediaries provide a high-quality and invaluable service to traders, but also suggested that it can be difficult for traders, who may be new to customs processes, to identify a good quality intermediary to support them with trade.

"It adds that government wants to ensure that UK traders are able to easily identify and access a high-quality customs intermediary, and says that the latest consultation seeks views on introducing a voluntary standard for customs intermediaries, with the overall aim of improving standards across the sector.

"While there is currently no requirement for intermediaries to have a formal accreditation or qualification in the UK, BIFA will be interested to see what happens to

the Authorised Economic Operator scheme should the consultation lead to the creation of a voluntary standard.

"The member area of BIFA's website is a fantastic resource for anyone that is looking for help with customs processes and declarations; and while they are collectively referred to as freight forwarders, customs intermediary services are provided by a significant proportion of the 1,600-plus corporate members of the association, many of which are AEO accredited.

"According to HMRC Trade Statistics and Customs Analysis, 78% of all customs declarations for international trade in 2022 were intermediated by a third party, and 99% of traders relied solely on the use of an intermediary to declare all of their trade. It would be no surprise to hear that a large percentage of those third party suppliers are BIFA members, which is why their input into this latest consultation is key.

"The latest consultation is all part of government's previously stated ambition to create 'the most effective border in the world' by 2025.

"BIFA remains ready to work with government to provide a collective view from those companies that have kept trade flowing during a very difficult few years as a consequence of the UK's exit from the EU, plus the impact of the covid-19 pandemic on supply chains.

"But it is important that individual member companies also make their views known and we hope that government is ready to listen to our members' thoughts and learn from them."

KR ANNOUNCES TWO AiPs

Korean Register (KR) has granted an Approval in Principle for a methanol-fuelled MR tanker, jointly developed by KR, South Korean shipbuilders K Shipbuilding and equipment manufacturer S&SYS.

As part of the joint development project between the three companies, the MR tanker is designed as a dual-fuel vessel, harnessing the power of marine gas oil and methanol. The vessel incorporates two methanol fuel tanks positioned on the port and starboard sides of the open deck.

K Shipbuilding spearheaded the vessel's basic design and the methanol fuel tank design, while S&SYS undertook the development of the fuel supply system. KR ensured the safety and regulatory compliance of the design by thoroughly reviewing national and international regulations, leading to the issuance of the AIP for the methanol-fueled MR tanker.

With an increasing focus on reducing greenhouse gas emissions in the maritime industry, the adoption of decarbonised alternative fuels has become imperative. Initiatives such as the EU's "Fit for 55" package, targeting

a minimum 55% reduction in greenhouse gas emissions by 2030, have underscored the urgency for shipping companies to explore viable solutions. Consequently, many major shipping companies have recently placed orders for methanol dual fuel vessels.

Methanol possesses significant advantages as a marine fuel. It is a liquid fuel similar to bunker fuel at room temperature, eliminating the need for pressurisation. Compared to extreme temperature fuels such as liquefied natural gas at -162oC, hydrogen at -253oC, and ammonia at -34oC, methanol is easier to store and transport.

Furthermore, it is considered a green fuel with strong potential for commercialisation in the maritime sector due to its technical feasibility, less toxic nature compared to ammonia, and lower technical requirements compared to LNG fuel.

KR has also awarded an AiP to HD Hyundai Heavy Industries (HD HHI) for a new type of tank shape designed for various liquefied gases and fuels. The announcement was made during Nor-Shipping 2023 in

Oslo, Norway on 8 June. The new tank shape, developed by HD HHI, is designed to improve safety and productivity.

The new tank shape aims to address the challenge of the sloshing that impacts the transportation of liquefied gases, such as liquefied natural gas. Sloshing refers to the wave-like movement of liquid inside a tank during sea transport. It is crucial to ensure structural stability by minimising sloshing flow caused by the ship's motion, as excessive sloshing can exert significant impact forces on the tank walls, jeopardising its structural integrity.

HD HHI has successfully optimised the shape of the liquefied gas tank, effectively reducing the sloshing effect and enhancing stability. This significantly mitigates the risk of accidents and potential disasters during transportation. Furthermore, the innovative tank design incorporates an improved layout, leading to enhanced work efficiency and productivity. The newly developed tank shape exemplifies cutting-edge technology that combines improved safety measures, increased productivity, and efficient sloshing reduction techniques.

HD HHI plans to expand the application of the new tanks to various liquefied gas carriers and propulsion ships in the future. It is expected that HD HHI will

continue to strengthen its competitiveness in the liquefied cargo carrier shipbuilding market, including LNG, by providing safe and reliable solutions to customers.

And in further KR news, it has announced the issue of the Statement of Qualification, marking the first New Technical Qualification (NTQ) statement, which was recently awarded to the Hyundai Intelligent Navigation Assistant System (HiNAS Control). The successful completion of the System Integration Stage, the third stage of the NTQ process, solidifies HiNAS Control's capabilities as an innovative AI-based autonomous navigation system.

Developed in collaboration between Avikus, a leading provider of autonomous navigation solutions, and HD Korea Shipbuilding & Offshore Engineering (HD KSOE), HiNAS Control utilises augmented reality (AR) technology. By integrating data collected from vessel sensors and sailing equipment, the system empowers ships to navigate optimal routes, maintain ideal speeds, and avoid collisions. This solution not only enhances safety during navigation, but also improves fuel efficiency and alleviates the operational workload for bridge teams. Additionally, HiNAS Control is poised to contribute to the reduction of maritime accidents and air pollutants.

SMART SOLUTION FOR SHIP SAFETY

Global Survival Technology solutions provider Survitec aims to substantially improve onboard ship safety with a new interactive safety management solution. The solution, a Safety Management and Rapid Response Technology Interface (SMARR-TI), uses a graphical monitoring interface to integrate fire detection and fire suppression systems within one system. SMARR-TI, which Survitec developed in cooperation with Turkish shipyard Tersan and Norway's Havila Voyages, is already in operation on a pair of 15,500gt passenger ships.

"SMARR-TI is unique in that it can integrate both fire detection and fire suppression systems within one easy-to-use solution," says Rafal Kolodziejewski, head of product support and development at Survitec. "What sets it apart is that it is interactive. The aim is to give early warning of changes in a quick and effective way, and then to enable swift action to prevent a fire from happening."

SMARR-TI, which supplements SOLAS requirements for general arrangement plans to be permanently exhibited for the guidance of the ship's officers and crew, can provide a digital interactive plan of the entire ship's fire defence systems, encompassing fire prevention, fire detection, and fire suppression.

By way of a 27-inch touchscreen monitor on the bridge and in the engine control room, the crew can monitor and operate the ship's fire defences simply and easily.

Real-time status indication is paired with alerts and notifications to warn of temperatures exceeding set limits, or the presence of smoke or flame. SMARR-TI then activates automatically to sound the alarm, close fire doors and fire dampers, shut down ventilation, activate CCTV cameras and trigger signals to the alarm monitoring system, SMS interface, and public announcement system.

"The idea for a digital graphical monitoring system was already being developed by our engineers when we won the contract for the first Havila vessel," says Vassilis Georgosopoulos, sales manager, newbuild, Survitec. "We realised that the ship's profile fitted perfectly with the concept. The yard and owner agreed, and we started developing this as part of the project."

Tersan is carving a niche in the liquefied natural gas, (LNG) hybrid, and 100% battery-powered vessel market and contracted Survitec to supply a fire safety package for two new ships for Havila Voyages – Havila Capella and Havila Castor. The first of these, Havila Capella, features the world's largest battery pack installed on a passenger ship and won the Next Generation Ship Award at Nor-Shipping 2022.

In addition to SMARR-TI, Survitec supplied an XFLOW water mist system for accommodation, machinery spaces and electrical rooms; a CO₂ drenching system for the galleys and ducts; a dry chemical powder system for LNG bunkering stations, and an N₂ inert gas system.

U-SHAPE CONVEYOR FOR MORE EFFICIENCY AND SUSTAINABILITY IN PORT TERMINALS

The demand for bulk goods such as grain or fertiliser is increasing world-wide. And even the demand for coal is increasing, at least in the short term, but probably decreasing in the long term. This means that bulk terminals at ports are in a constant state of flux. In order to handle these volumes efficiently, port terminals must be able to expand again and again. This means that operators are faced with the challenge of integrating new storage areas, which are not always located in the immediate vicinity of the port. Trucks are often used for transport. They can be used flexibly depending on demand. However, the environmental impact and the operating costs for maintenance and fuel, for example, are significant. The more material that needs to be transported, the more trips are required.

An ecological and environmentally friendly alternative to truck transport is represented by the belt conveying systems. Owners can automate processes and thus relieve personnel from manual work. This solution also reduces the consumption of energy. A further advantage is that a belt conveyor enables the transport of very different materials to and from the port. At this regard, BEUMER Group offers different solutions depending on the application. The troughed belt conveyors allow high mass flows even in case of heavy and robust materials. Their open design makes them suitable for

coarse materials and very large volumes. The pipe conveyors on the contrary present other specific advantages. The idlers form the belt to a closed tube protecting the material transported against external influences and the environment from emissions such as material loss, dust or odours. Partition plates with hexagonal cuts and idlers in staggered arrangement keep the tube shape closed. The pipe conveyors allow the implementation of narrower curve radii and larger angles of inclination than open troughed belt conveyors.

However, requirements are continuously increasing: On the one hand, the quantities of bulk materials are growing and on the other hand, for environmental reasons, they have to reach their destination with little dust and noise. In addition, there is often a complex routing. BEUMER Group has developed the U-shape conveyor for this purpose. In this solution, a special idler configuration brings the belt in a u-shape. Thus, the bulk material reaches the discharge station. An idler configuration similar to that for the troughed belt conveyor is used for opening the belt. Unique feature of this solution: It brings together the advantages of open troughed belt conveyors and closed pipe conveyors. The material conveyed is protected against external influences such as wind, rain or snow and the environment against possible material loss and dust. This conveying solution is suitable for coarse but also for very fine material. BEUMER Group is thus expanding the options for offering the best solution for bulk material transport, depending on the project.



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