

GOODSHIPPING SIGNS UP TO IMMEDIATE CLIMATE ACTION

There was a number of initiatives announced during the two weeks of the recent COP26 climate change summit in Glasgow, including new collaborative projects grouping companies and trade associations.

For example, GoodShipping has announced a new partnership with 18 companies that will substantially reduce emissions from shipping. In recent days these cargo owners and other partners have completed the first in a series of bunkering initiatives of sustainable marine biofuel in a COP26-dedicated decarbonisation campaign that will cut around 4,000 tonnes of emitted CO₂.

The Ship to Zero initiative brings together organisations spanning a range of nations and industries, including food production, consumer goods, chemicals, textiles, machinery and logistics, all of which are united in their commitment to make an immediate and tangible climate impact.

The aim of the campaign, which includes some well-known High Street names, is to demonstrate that making real climate impact is already possible. Each partner has committed to a specific reduction in greenhouse gas emissions related to the transport of their products or services.

Translating these pledges into tangible, traceable and demonstrable climate impact, GoodShipping has completed the first bio-bunkering of the container ship Samskip Innovator, during which fossil fuels were replaced by 100% sustainable biofuels. The partnership will see biofuels used for a total of four or five trips from Rotterdam to Hull and around 4,000 tonnes of CO₂ will be reduced as a result.

The refuelling was achieved in partnership with GoodFuels, whose advanced biofuels claim to deliver an 80-90% well-to-exhaust CO₂ reduction and are produced from certified renewable feedstocks. These include, among others, used cooking oil and waste animal fats that are labelled as 100% waste or residues that cannot be used for any higher quality application or recycling.

Tina Trinks, commercial manager at GoodShipping, says: "The Ship to Zero initiative demonstrates that concrete climate action is possible now and that a tangible impact can be achieved by taking small steps together and breaking down barriers to collaboration across industries. Given the urgency of the climate crisis, there is no time to waste, and cargo owners have a unique opportunity to move from intentions to action."

US PORT SURCHARGES

The US ports of Long Beach and Los Angeles recently announced they would issue surcharges to ocean carriers whose cargo overstays its welcome in terminals.

Johannes Schlingmeier, chief executive of Container xChange, was recently quoted as saying: "While the underlying principle of this measure reflects initiative on the part of the ports, we believe that there are many layers to this problem, which will need attention from all decision makers and stakeholders. It is important to reflect on the problem of the record volume and congestion problem at these ports and identify who could possibly play a key role in reducing the congestion."

According to a report published by Container xChange in July, Demurrage and Detention Benchmark 2021, both demurrage and detention increased in 2021 compared with 2020. Across the world's 20 biggest ports, the average demurrage and detention charge doubled, going up over 100-fold after two weeks.

A combination of global covid lockdowns, blank sailings by container lines early in 2020 and a surge in US consumer demand for retail imports from Asia saw boxes starting to build up across the US from the latter half of 2020 onward. In Los Angeles, the average demurrage and detention charge has increased by +42% from 2020 to 2021.

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BRUKS SIWERTELL ORDER

Bruks Siwertell will deliver two large-scale Siwertell ST 790-D-type ship unloaders for a new ultra-supercritical power station under construction in southern China, ensuring extremely efficient coal handling, free from spillage and dust emissions. The contract was placed by an undisclosed owner.

“The power plant is already served by two similar Siwertell ship unloaders, and their performance is one of many reasons why the company trusts our technology,” says Ola Jeppsson, sales manager, Bruks Siwertell.

The latest units have been ordered to support the first phase of development of the new two-unit 1,000MW coal-fired power plant. The unloaders will be rail-mounted and offer a continuous rated coal handling capacity of 1,800t/h, discharging vessels of up to 100,000dwt.

The unloaders will be delivered under a turn-key contract, including commissioning, at the end of May 2022. They will be delivered fully assembled to Nantong, China, and shipped to the site.

GLOBAL RESILIENCE INDEX MAKES ITS DEBUT

The Global Resilience Index Initiative (GRII) multi-partner taskforce was formally launched at COP26 in Glasgow.

With partial funding and in-kind contributions from the insurance sector and partner institutions, the GRII will provide a globally consistent model for the assessment of resilience across all sectors and geographies. It will be a curated, open-source resource offering high-level metrics across the built environment, infrastructure, agriculture and societal exposures, with many potential applications in aggregated risk management worldwide.

The GRII draws upon significant cross-sector risk modelling experience, including public-private partnerships between governments, academia, insurance and engineering.

The mission of the GRII is to address the data emergency that is contributing to the climate crisis by helping sectors

across the global economy quantify the value of building climate resilience and the costs of doing nothing. It will enable asset owners to compare portfolio risks across geographies and hazards, as well as helping countries to prioritise national adaptation investments.

The coalition behind the GRII is seeking to achieve two initial goals:

- Offer global open reference risk data using metrics built on insurance risk modelling principles
- Provide shared standards and facilities applicable to a wide range of uses, including corporate climate risk disclosure, national adaptation planning and reporting, and the planning of pre-arranged humanitarian finance.

For more information please visit: globalresilienceindex.org

CREW CHANGE CRISIS

Crew change difficulties remain strong despite improving seafarer vaccination rates, according to the Neptune Indicator.

New national lockdowns, an increase in flight cancellations, travel restrictions and increasingly strict crew change requirements, especially in Asia, are preventing seafarers from going back home after completing their contracts. This is despite a strong increase in vaccine rates during the last month.

The latest Indicator shows that the number of seafarers onboard vessels beyond the expiry of their contract has decreased to 7.1% from 7.9% in the previous month, while the number of seafarers onboard vessels for more than 11 months has remained the same, at 1.0%.

The most positive trend reported by the November Indicator is the 9.9% increase in seafarer vaccinations, from 31% in October to 41% in November. Despite limited access to vaccines in large seafaring nations such as the Philippines, the number of ports that now provide vaccines to international seafarers have helped them gain access to vaccines outside their home countries.

Yet challenges remain, with governments demanding seafarers be vaccinated with particular vaccines to ensure crew changes. This has resulted in seafarers ending up being over-vaccinated with different vaccines.

The Neptune Declaration Crew Change Indicator is published once a month and builds on aggregated data provided by the ship managers to the Global Maritime Forum.



Designed to help delegates identify and resolve common problems when handling various biomass materials.

This new course is aimed at the manufacturers and suppliers of biomass materials, at the users – particularly those responsible for maintenance and management on site – and at the manufacturers and installers of equipment used to transport and store biomass materials.

BIOMASS OPERATIONS AND HANDLING TECHNOLOGIES

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- » Engineering of equipment for storage and discharge
- » Ship unloading
- » Biomass potential and possible future trends

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CHINESE COAL AND IRON ORE IMPORTS DOWN

Despite the very strong freight rates and the apparently tight market, the all-important driver for dry bulk shipping – China – has in fact seen imports of its two largest dry bulk commodities shrink year-on-year so far this year. The two largest imported commodities for China, iron ore and coal are, however, on two different trajectories, as the latter could be ending the year with higher total volumes than in 2020.

“The high freight rates that the dry bulk market is currently enjoying cannot directly be linked to higher volumes from the world’s largest dry bulk importer. Although Chinese imports have been solid this year, they have in no way provided the rate of growth needed to justify the current freight rates,” says Peter Sand, until recently BIMCO’s Chief Shipping Analyst.

“Instead, the key must be found in the inefficient supply of shipping capacity to customers, with ships being tied up at ports for longer due to covid-19 restrictions and disruptions. This increases the time it takes for a ship to complete a voyage, delays the ship in starting a new one and thereby ‘artificially’ drives up the freight rates,” says Sand.

In the first nine months of this year, total Chinese iron ore imports have fallen by 2.9%, according to official Chinese customs data, totalling 843m tonnes. September’s imports of 95.6m tonnes were the lowest recorded for that month since September 2018. Average imports of 98.2m tonnes in the three months between May and July this year mean that iron ore imports went from being in plus, compared to last year, to recording a volume decline. In the first four months of the year, Chinese iron ore imports were up by 6.7%.

Together, Australia and Brazil account for 81.7% of total Chinese iron ore imports and while combined volumes have fallen by 1.6% compared with the first nine months of 2020, when looking at tonne miles, overall demand

for shipping has increased because the growth from Brazilian imports provide much longer sailing distances.

Unlike iron ore imports, which had a strong start to the year and have since fallen below last year’s levels, Chinese coal imports have in recent months been posting positive year-on-year growth rates. Additionally, while accumulated volumes after nine months remain lower than in the same period in 2020, total imports by the end of the year could well end above the 304m tonnes imported in 2020, as power shortages have caused the government to reconsider policies aimed at lowering emissions.

The largest increase has come in imports from Indonesia, up by 33.4% in the first nine months of the year to 143.2m tonnes. In September 21.4m tonnes of coal was imported from Indonesia, the second highest monthly imports ever and more than four times higher than imports in September 2020. Indonesia exports thermal coal, which is needed to produce electricity. Therefore, this is an easy first choice for China given that its electricity production is being affected by its short supply of thermal coal.

“Indonesia has clearly stepped up to fill some of the gaps left in Chinese thermal coal imports after their shunning of Australian coal. Chinese customs data show no imports of coal from Australia so far this year. However, over recent months anecdotal evidence points to some of the ships that had been caught in the crossfire and waiting outside Chinese ports for hundreds of days have now been allowed to discharge, fuelling hope of improvement,” says Sand.

“As China struggles with power shortage, thermal coal imports over the next few months look set to stay strong, increasing the likelihood that total imports this year will exceed last year’s, as China adjusts its policy, both in terms of domestic production and imports in response to the shortages.”

PORT TALBOT GOES WITH THE FLOW

Associated British Ports has recently launched its ambitious plans for South Wales. The sea change strategy outlines a decarbonised future and now the focus is on Port Talbot.

ABP has five ports in South Wales, Swansea, Port Talbot, Barry, Cardiff and Newport and ABP recognises they will now need to play a pivotal role in Wales’ transition to a low-carbon economy.

One of the key opportunities ABP is keen to seize is the potential to create a floating offshore wind (FLOW) centre of excellence in the Celtic Sea. Port Talbot also has brownfield land ready for development, excellent rail connections, proximity to steel, marine and aggregates and access to thousands of skilled workers.

The port of Port Talbot is currently predominantly used for imports of coking coal, minerals and ores for Tate Steel. ABP plans to work with the steel giant and others to make its vision a reality.

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For anyone concerned about or responsible for the safe handling and storage of bulk materials in ports and on the sea

Course Leader: Mike Bradley,
Professor of Bulk and Particulate
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GES CLAIMS STAKE IN ROTTERDAM

Global Energy Storage (GES), which was launched in May this year, has recently announced its first major investment at Europoort in the Port of Rotterdam. It is buying an interest in part of the assets of the Stargate Terminal from Gunvor Group and will develop more than 20 hectares at the heart of the port. The deal has been formally approved by the Port of Rotterdam Authority.

The site includes a significant waterfront with deep water access, brownfield development opportunities and potential greenfield development sites. GES' ambitious plans include the development of a new multi-purpose seagoing jetty, as well as developing infrastructure for consolidation of biofuel storage, storage for renewable fuels, gas storage, gas-to-chemicals production, green and blue hydrogen and hydrogen carriers such as ammonia.

GES CEO Peter Vucins says: "This project aims to become one of the largest low-carbon developments at a world-class industrial hub, with the potential to significantly reduce the carbon footprint of future business in the Port of Rotterdam. Alongside a new jetty that we aim to develop and low-carbon commodity infrastructure, we are also looking to become part of the logistics chain needed to import blue and green hydrogen."

NORTH SEA PORT INITIATIVE

North Sea Port is seeking to continue development as a major European port with eight strategic programmes that have the backing of its eight shareholders for the Connect 2025 strategic plan.

North Sea Port extends for more than 60km across Belgium and the Netherlands. Dry bulk accounts for 51% of the transshipment of goods by sea-going vessel in the port area.

The port authority is focusing on three core tasks: developing business sites and port infrastructure, providing nautical services and the role of director-connector in the port area.

The port authority has adopted eight strategic programmes in order to continue the port's development as a top European port, including investing in energy and climate projects, developing strong logistics chains and future-proof infrastructure, as well as digitalisation and working with local stakeholders.

"We are developing 150 hectares for the circular economy, further expanding the re-use of CO₂, continuing our growth as Western Europe's leading hydrogen cluster, committing to enhanced electrification, making the

logistics chain sustainable, building infrastructure in consultation with businesses and public authorities and striving to increase digitisation," said Daan Schalck, chief executive of North Sea Port.

Over the first nine months of this year, the companies in North Sea Port recorded 51.3m tons of seaborne cargo transshipment, 9% more than in the same period in 2020.

In 2020, North Sea Port faced a 13% fall in seaborne cargo transshipment over the first nine months – in the midst of the pandemic – compared with the previous year. For the first nine months of 2021, it has recorded a significant turnaround, with seaborne cargo transshipment increasing by 9%.

Seaborne transshipment rose by 4.2m tons (+9%) compared with the first nine months of 2020. Almost 3m tons (+12%) of this increase is accounted for by dry bulk, with almost all product groups displaying growth (grains, coal, iron ore, cement).

Liquid bulk amounted to 12.9m tons, an increase of 6.2%. The volume of ro-ro cargo was 2.6m tons (+40.3%). Breakbulk declined (-1.2%, to 7m tons), as did containers (-5.2%, to 1.8m tons).

HONG KONG HASSLES

Hong Kong exporters are encountering problems getting their products overseas in time for Christmas due to the unprecedented backlog at US ports, reports Radio Television Hong Kong, citing the city's Legislative Council member, Jeffrey Lam. "Christmas season merchandise does have its limitations. After Christmas, like Christmas trees, nobody's going to buy it," Lam said recently. He pointed out that Hong Kong exporters could suffer from cashflow problems if they fail to deliver their products on time, "such as delayed payments, or buyers refusing to pay. If the buyers decide to cancel the order, then the Hong Kong company will be stuck with the merchandise," he said.

CALIFORNIA ALLEVIATES SUPPLY CHAIN ISSUES

California Governor Gavin Newsom signed an executive order to alleviate supply chain issues in California ports. The aim of the order was to assist in reducing congestion and coming up with methods to deal with supply chain problems. The order also looks at means of identifying places that can be used for short term storage.

KEEPING AN EYE ON THE WEATHER

Technology company ZeroNorth has highlighted the changing role of weather routing in the maritime industry, as new technologies shift responsibility for mastering the weather to more individuals within shipping companies and amplify the influence that voyage planning has on commerciality.

Previously the responsibility of multiple, unconnected individuals with different priorities, weather routing through interconnected and integrated data is having an increasing impact on commerciality – and ultimately on the industry’s ability to decarbonise – ZeroNorth says.

In many cases, today’s services tackle different elements of successful ship operation and offer operators siloed recommendations. While the future of weather routing will continue to enable masters to fulfil their critical role of vessel and crew safety management, shipping’s data landscape has matured enough through technology platforms, ZeroNorth says, that the benefits of weather data and applications no longer need to be siloed from each other.

New technology advancements enabling optimisations in real time mean that shipping companies will be able to act on voyage planning recommendations with a clear view of their commercial and sustainability impacts. ZeroNorth says that these evolutions mean that vessel routing decisions will become even more closely tied to successful commercial and sustainability performance, above and beyond the critical baseline of ensuring vessel safety.

Søren Christian Meyer, CEO, ZeroNorth, says: “Anyone involved with ship operation knows how important weather routing is. We want to highlight the changing role for weather routing and how interconnected data and technologies can enable our sector to think above and beyond achieving safety margins and use the weather to its full commercial advantage on every route.

“Currently, we see a fragmented picture where weather is being used to solve several disparate goals. We think that this must change. Data has matured to the point where advanced, integrated technologies can genuinely provide a clear picture of the reality that a vessel faces on the oceans – and we can optimise vessels in real time for the good of the planet, the good of crews and the good of operations.

“As weather routing becomes easier and operations become more connected, we have a duty to try to deploy weather optimised routes that reduce our impact on the planet and improve commerciality. By doing so, we’ll begin to find the profits our sector needs to propel the transition to a green industry.”

ZeroNorth is also launching a new 24/7 weather advisory service. The weather advisory team comprises seasoned experts who are available night and day to support customers – including operators and masters – to navigate any situation that a vessel might encounter. The team, which includes meteorologists, master mariners and routing experts, offers advice while in the voyage planning phase, as well as for specific queries during a particular passage.

CATCH-ALL SOLUTION

The American Club has recently launched an important new loss prevention initiative entitled Good Catch, aimed directly at seafarers. It combines alerts and animations on safety-related issues in a focused format. Good Catch is currently available for download in English and in both new and traditional Mandarin.

Good Catch recognises that, although there may be differences in detail between individual safety management systems, they all have a common purpose in ensuring seafarers’ situational awareness and their personal responsibility for their own safety, that of their shipmates, the marine environment, and the many other interests involved in their service at sea. The initiative emphasises the importance of a strong safety culture that identifies, assesses and reports unsafe conditions, unsafe acts and near misses using case study examples.

Elements of the campaign already released include reduction of CO2 emissions, dangers of over reliance on ECDIS, engine room egress in case of fire and questionable risk assessments of various situations. A number more are planned over the coming months. american-club.com/page/good_catch

CREW CHANGE IN SINGAPORE

The Maritime and Port Authority of Singapore (MPA) has made further updates to its requirements for cargo ships undertaking crew changes in Singapore. The new Port Marine Circular PMC 39 supersedes its PMC No. 38 of 2021 and PMC No. 15 of 2021.

As per the latest guidance, the MPA has removed its earlier restrictions on crew with recent travel history to Bangladesh, India, Nepal, Pakistan and Sri Lanka, and sign-off crew from vessels that have called at these countries within the last 21 days, to undertake crew change in Singapore subject to the MPA's procedures.

Sign-on crew are required to quarantine in the crew's originating country according to the number of days required by the Singapore Immigration and Customs Authority (ICA), unless they are eligible for Singapore's Vaccinated Travel Lane (VTL).

Fully-vaccinated signing-on crew can board their ship in Singapore when shore-based personnel such as repair vendors, equipment service providers and superintendents are still on board. Unvaccinated sign-on crew can only embark after any shore-based personnel have disembarked.

The latest MPA crew change system is available [here](#)

INFLATION WARNING

Vessel operating cost inflation has slowed this year as some covid-19 related expenses fell and high vessel earnings encouraged some owners to postpone non-essential maintenance work, but wider macroeconomic developments are raising inflationary risks as will decarbonisation initiatives, according to the latest Ship Operating Costs Annual Review and Forecast 2021/22 report published by shipping consultancy Drewry.

Drewry estimates that average daily operating costs across the 47 different ship types and sizes covered in the report rose 0.7% in 2021, which represented a sharp slowdown from the increase of 4.4% recorded in 2020 when OPEX rose at its fastest pace in more than a decade. This compares with increases of 2-2.5% in the two prior years and a net 8% decline in operating costs over 2015-17.

"As some pandemic-related costs have unwound and seaborne trade recovered, average OPEX spend has risen moderately in 2021," says Latifat Igbinosun, head of vessel OPEX research at Drewry. "Owners have taken advantage of the resumption in trade growth and rising vessel earnings to keep ships in service for longer, depressing some areas of spend."

A high proportion of 2021 OPEX increases were driven by marine insurance costs, which rose 4.3%, slightly

higher than 4% recorded during 2020. This was due to a hardening of both hull and machinery and P&I premiums during 2020, and this continued into 2021. Spending declined in stores and repair and maintenance as some covid-19-related costs unwound and vessels had limited downtime for maintenance work during the year, Drewry says.

The rise in costs was broad based across all the main cargo carrying sectors for the fourth consecutive year, albeit at a much slower rate compared with last year. The latest assessments include vessels in the container, chemical, dry bulk, oil tanker, product tanker, LNG, LPG, general cargo, reefer, ro-ro and car carrier sectors.

Looking ahead, despite buoyant cargo demand across many vessel segments, the outlook for freight markets remains highly uncertain and the prevalence of the pandemic continues to disrupt vessel operations. Drewry expects the pressure on costs to remain, which will dampen any likely inflation, but decarbonisation regulations will add to owner cost burdens over the medium term.

"Despite the mild outlook inferred by Drewry's central opex forecast, there still exists some risk of further hardening in the insurance market as well as rising macroeconomic price inflation, both of which could inflate operating costs," adds Igbinosun. "However, we expect wider inflationary pressures to be contained by policy measures."

SINGAPORE PORT MOU

Singapore port authority has signed a memorandum of understanding with Dalian Maritime University to cooperate in talent and academic information exchange between the two bodies in the maritime sector. Issues to be considered will include maritime safety, clean energy in maritime sector, port management, navigational technologies, as well as environmental management.

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 600mm, 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 650mm, it is possible to achieve the same capacity with a T-U-shape conveyor saving 150mm of space," describes Filarowski. "The bigger the troughed belt conveyor, the bigger the related space saving".



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