

## BIMCO PREDICTS BULKER BOOST

Bulker deliveries are set to reach a six-year high by 2026, according to a recent report by BIMCO – but the growth is just half the pace seen during the 2010s.

“We forecast that bulker deliveries will gradually increase this year and in 2026, reaching 41.2m Deadweight Tonnes (DWT) and a six-year high,” said Filipe Gouveia, Shipping Analysis Manager at BIMCO. “Bulker newbuilding contracting was strong in 2023 and 2024, and several of the ships ordered during this period are expected to be delivered during this and next year.”

The forecast predicts 59.3m DWT expected to be delivered by the end of 2026. The panamax segment accounts for the largest share, at 33.9%, followed by supramax vessels at 28.3%. Ordering for these segments rose in 2023 and 2024 as they benefitted from comparatively higher freight rates.

Meanwhile, although capesize newbuild orders rose in 2024, supported by higher freight rates, the segment is estimated to account for just 23.9% of deliveries. Capesize ships are the largest in size and take longer to build so most of the orders from 2024 will only be delivered after 2026.

Out of the ships to be delivered, 9.1% can use alternative fuels while an additional 10.7% can be retrofitted. Out of the capable ships, LNG and methanol are the most popular choices for alternative fuels, accounting for 37.1% and 34.9% of capacity, the forecast says.

“Despite a pick-up in deliveries, the dry bulk fleet is only growing half as fast as it did during the 2010s. During that period, strong Chinese demand was the key driver for dry bulk tonne mile demand, consequently driving newbuilding contracting. Demand growth has been slowing since then and in recent years, sailing distances have partly compensated for weaker cargo growth,” says Gouveia.

Geopolitics have also had an effect on orders. Sanctions on Russian coal and the rerouting of ships away from the Red Sea to routes around the Cape of Good Hope have extended sailing distances. This has boosted dry bulk ship demand beyond expectations and consequently led to a slowdown in fleet renewal, with older ships that would normally have been recycled kept in operation.

This year, freight rates have on average been lower due to weak demand and they could stay low through 2025 and 2026, BIMCO forecasts. Forward Freight Agreements (FFAs) indicate that the market expects poor freight rates for the panamax and supramax segments, while the capesize segment could fare better.

“A pick-up in deliveries in the panamax and supramax segments will likely contribute to poorer market conditions for these segments,” says Gouveia. “Consequently, this may lead to a slight and gradual increase in ship recycling of older and less competitive ships in these segments.”

## PIONEERING VESSEL RETIRES AFTER THREE DECADES

**Holcim UK is retiring its long-serving bulk carrier *Yeoman Bank*, after playing a vital role for more than three decades in delivering aggregates to major infrastructure and construction projects across the UK and Europe.**

Since arriving at Holcim UK's Glensanda super-quarry in Scotland in January 1991, the self-discharging bulk carrier has transported around 36.4m tonnes of aggregates and has completed 1,918 voyages across its time in fleet.

This pioneer vessel of Holcim UK's fleet has played a central role in the successful development of the super-quarry's supply chain, which exports millions of tonnes of specialist aggregate materials to key projects by sea.

The ship made its final voyage to the Port of Liverpool. Marking its 195th voyage and nearly seven million tonnes of aggregates delivered to the port, the vessel has served the Port of Liverpool as part of a long-term strategic partnership between Holcim UK and the terminal. The *Yeoman Bank* holds the record for the longest standing vessel serving the port, and as the ship to have delivered the most cargo there in history.

Kaziwe Kaulule, Managing Director of Holcim UK's Aggregates and Construction Demolition Materials division, says: “Vessels like the *Yeoman Bank* are very important in our ability to provide significant quantities of high-quality materials to major projects in the UK, both on and offshore. We remain committed to investing in our logistics capability and operations to drive the best efficiency, and to continuously meet the needs of our customers as the construction industry grows into a sustainable future.”

## CONFERENCE CALL

We are delighted to be heading to the Port of Marseille Fos for this year's ABTO Bulk Terminals conference on 29 and 30 October. As the leading port in France, generating 43,500 jobs in the Bouches-du-Rhone region, Marseille Fos is a global port with an infrastructure able to handle all types of traffic: hydrocarbons, liquid bulk, general cargo, passengers – and of course dry bulk.

Our Bulk Terminals Marseille conference will feature a packed programme of presentations, panels and case studies for delegates and experts from across the industry to share ideas and information. The theme this year will be 'Responding to the New Age of Chaos'. As we have seen, the fluid situation surrounding the imposition of the tariffs imposed by President Trump will have a serious impact on bulk trade flows at whatever level they settle at – both in terms of total volumes and trade routes. In addition to the obvious economic repercussions, bulk terminals will be presented with operational challenges and the need to make strategic adaptations.

Our regular coverage of bulk markets – improving, or at least maintaining, profitability; streamlining operations; improving safety; online security; and ensuring environmental compliance and protection – will be examined against the backdrop the volatile situation surrounding the imposition of Trump's tariffs and the impact that these have on bulk terminal operations.

Geopolitical tensions have added a further uncertainty to predictions. We are delighted that Louis Borer, Senior Analyst at Risk Intelligence – a world leader in risk assessment, risk management and planning – will join us to discuss 'Geopolitical tensions impacting the global bulk trade'. This keynote presentation is not to be missed!

This year, we are also grateful to have the support of our conference partners DsG Consultants. Created in July 2011 in Southern France by two senior consultants, Sylvie Doutres and Sophie Robert, DsG Consultants is an independent consulting firm with more than 25 years of expertise in port and maritime advisory and a strong specialisation on dry bulk commodities logistics and maritime supply chain solutions.

For the first time, the markets session will include an 'Overview of cementitious trade', which Sylvie Doutres will present. In the operations session, she will also be discussing 'Challenges making the transition to new bulk traffics'.

Dovetailing neatly with Sylvie's presentation, Professor Mike Bradley, Director of The Wolfson Centre and our conference Chairman, has previously spoken about how to make the assessment of the correct balance to be made between maximum operational efficiency versus flexibility for terminal equipment – particularly loading and unloading equipment. In view of the increased volatility in international bulk commodity flows caused by tariff regimes and geopolitical uncertainties, Mike will be revising this debate.

Other highlights of the conference include Anthony van der Hoest, Global Solutions Director – Resilient Ports and Maritime Transportation at Arcadis, presenting 'Port and terminal resilience to climate adaptation'; a case study from SEA-invest France on 'Operating a multibulk terminal'; a talk on the 'Implications for bulk terminals when a deep-sea port powered by 20th-century fossil fuel makes the transition to 21st-century carbon-free energy', by Mark Lazzaretto, Solid Bulk Sector Manager and Industry and Decarbonisation Manager, Port of Marseille Fos; and 'Developing infrastructure investments and adding value to operations in a logical and sustainability way' presented by a speaker from HES Med Terminals – which is kindly hosting a visit to its Fos Multibulk Terminal, Darse 1, on the second day of the conference in the afternoon.

Find out the full list of speakers and subjects and keep in touch with programme developments on our [events page](#).

[Register now](#) and take advantage of our special delegate rate at the Radisson Blu Marseille Vieux Port conference hotel.

If you have any questions, please drop a line to [events@bulkterminals.org](mailto:events@bulkterminals.org)

We look forward to welcoming you there.

---

## UK GOVERNMENT SETS OUT PORTS PLAN

The Department for Transport (DfT) has set out proposed revisions to the national policy statement for ports (NPSP), aiming to speed up planning processes and enable ports in England to deliver critical infrastructure more efficiently.

According to the DfT, the changes are intended to "streamline the planning process for ports in England" and provide clearer guidance on design and application requirements. This, the department says, will "expedite planning applications" by clearly outlining the current requirements for port facilities, thus guiding applicants in meeting the latest criteria, avoiding delays and supporting

the delivery of "important national infrastructure more quickly".

Established in 2012, the NPSP governs the development of nationally significant port infrastructure in England and Milford Haven in Wales, including associated road and rail links. The DfT says the update responds to "significant policy and economic changes that have led to structural amendments for port infrastructure since 2012".

Parliamentary Under-Secretary of State at the DfT Mike Kane MP says: "Ports are the lifeblood of the UK economy, keeping the country moving and trading, and are vital

in unlocking prosperity and opportunity for our coastal communities. We are determined to deliver the projects that will make a real difference to local people, turbocharge economic growth and create jobs as part of our Plan for Change.”

Industry groups have welcomed the move. Richard Ballantyne OBE, Chief Executive of the British Ports Association, says: “The ports industry is optimistic about its long-term future, with significant growth expected in trade volumes and other sectors such as offshore wind. A refreshed ports policy statement is welcome recognition from government of the value of port development and expansion to the UK’s future prosperity. We hope it will speed up planning processes, delivering on shared industry and government economic growth ambitions.”

Claudio Veritiero, CEO of Peel Ports Group, adds: “Ports are the unsung heroes of the UK economy, and this is an extremely encouraging development. We have invested more than £1bn in the last decade and intend to exceed that level of investment in the coming years. We want to be able to invest for the future, creating jobs and opportunities right across the country and anything that streamlines that process and allows us to create conditions for economic growth is to be welcomed.”

Professor Chris Shirling-Rooke MBE, CEO of Maritime UK, also supported the proposal: “This will provide valuable support for our coastal communities. These regions represent a significant opportunity for economic growth and job creation, vital for strengthening our proud maritime nation.”

## WCO SPOTLIGHTS MARITIME LINK IN DRUGS TRADE

**A major report by the World Customs Organization (WCO) has revealed that more than two-thirds of detected drug shipments were found to have the involvement of someone directly employed within the maritime cargo supply chain.**

WCO’s analysis of more than 2,600 global drug seizures, totalling 1,347 tonnes, found that the role of so-called ‘internal conspirators’ – those working directly with criminal gangs either under duress or for profit – are providing an under-recognised but essential link in the global drugs trade, especially for cocaine.

While the illicit use of global cargo supply chains for the distribution of cocaine is well known, the WCO report focuses in on the infiltration of maritime cargo supply chains as the main conduit of cocaine and the often under evaluated role of internal conspirators. A two-year in-depth analysis of 2,600 global drug seizures by the WCO, based on member-reported and open-source data, found:

- 68% of detections were assessed to have had some level of involvement from an internal conspirator employed within the maritime cargo supply chain.
- Internal conspirators massively target shipping containers, accounting for 85% of seizure events and 80% of seized narcotics by volume.
- Considerable shifts in maritime cocaine flows over the course of 2023 and 2024 as transnational organised crime networks adapted, shifting more of their smuggling efforts into smaller ports in other parts of Europe.

WCO Secretary General Ian Saunders says: “Illegitimate actors are undermining our collective efforts with industry to promote a system of trade that is safe, secure and free flowing. The sheer quantities of illicit narcotics being detected around the globe clearly demonstrate that those responsible are well-resourced, skilled and persistent. And they deserve to receive responses of equal focus and dedication. As threats continue to evolve and become more sophisticated, our approaches to addressing them must do so as well.”

Organised crime groups increasingly leverage internal conspirators using four main methods to smuggle cocaine: compromising the structure of shipping containers; breaking into containers as they move through the supply chain; attaching drugs to a vessel’s hull; or at sea drops in the ocean.

WCO’s analysis found that gangs are increasingly embedding smaller cocaine loads directly into container structures, particularly void spaces in refrigerated containers, with retrieval often occurring at unsecured empty container yards, post-border clearance. This method is fast, discreet and frequently supported by internal conspirators with access to logistics systems, enabling tamper-free concealment. Organised crime groups are readily exploiting easy access points across the supply chain. WCO’s analysis found 627 cases recorded (average of 52 kg) and growing use of GPS trackers for retrieval.

WCO’s report also finds evolving tactics with deep concealments in container ceilings, where seizures jumped from 0.9 tonnes in 2023 to 3.4 tonnes in 2024. However, floor concealments saw a 40% drop, with authorities believing enforcement successes and logistical challenges – as these concealments require sophisticated coordination and often fail mid-route – account for this change.

The report demonstrates organised crime’s ability to successfully infiltrate and exploit multiple supply chain vulnerabilities across various supply chain nodes, including many of the world’s maritime ports and terminals.





UNIVERSITY of  
GREENWICH

The Wolfson Centre  
for Bulk Solids Handling Technology

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

EXPERTS OFFERING CONSULTANCY ADVICE AND SHORT COURSES FOR  
ENGINEERS HANDLING POWDER AND BULK MATERIALS

»»» ONLINE COURSES NOW AVAILABLE

## CONSULTANCY SERVICES

Some of our Consultancy services include advising on:

- » Storage and Discharge of bulk materials
- » Pneumatic Conveying of bulk solids
- » Spoiling of materials in storage and in transit
- » Plant and Equipment design/redesign
- » Ship Unloading/ quayside operations
- » 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
- » Electrostatics in Powder Handling
- » Numerical Modelling of Solids Handling and Processing
- » Powder Handling and Flow for Additive Manufacturing



bulksolids.com



+44 20 8331 8646

## AD PORTS SIGNS GRAIN STORAGE DEAL

**AD Ports Group has signed a 50-year land lease agreement with Emirates Food Industries, part of the National Holding Group. The deal will initially lead to the development of state-of-the-art grain storage silos at Khalifa Port's South Quay, boosting the port's dry bulk cargo activities.**

Later stages of the project also anticipate the launch of an advanced grain processing plant, creating a fully integrated industrial complex featuring cutting-edge facilities for processing and storing various types of grains.

The 100,000 square metre facility is planned to have a storage capacity of approximately 150,000 metric tonnes. The leased plot is strategically located within Khalifa Port to provide direct access to deep-water berths which can accommodate full-load panamax.

"This 50-year agreement with Emirates Food Industries Group marks a significant step in our ongoing commitment to support the UAE's food security ambitions," says Saif Al Mazrouei, Chief Executive Officer, Ports Cluster-AD Ports Group. "By providing access to our advanced infrastructure and integrated logistics solutions, we are creating a robust platform that will enhance the efficiency and resilience of the nation's food supply chain."

Joseph Abdo, Chief Executive Officer, Emirates Food Industries Group says: "This project represents a transformative step in significantly enhancing and advancing our industrial and operational capabilities in the food sector. Our long-term collaboration with AD Ports Group is a strategic imperative, which will contribute directly to the UAE's food security objectives. The access to Khalifa Port's world-class facilities will enable us to optimise our supply chain, expand our storage capacity, and ensure a consistent flow of essential food products to meet the growing regional demand."

## IMO TURNS SPOTLIGHT ON SAFETY

The International Maritime Organization (IMO) is taking action to ensure that ships worldwide are safely managed and operated, with a renewed focus on seafarer issues such as work and rest hours, fatigue, and violence and harassment, including sexual harassment, bullying and sexual assault.

Meeting in London recently for its 110th session, the IMO's Maritime Safety Committee focused on improving implementation of the International Safety Management (ISM) Code. This sets the global standard for safe management and operation of ships and for pollution prevention.

The Committee agreed to carry out a comprehensive revision of the IMO guidelines on implementing the ISM Code, both for administrations and for companies. It also decided to strengthen the consistent enforcement of the Code, with support from port state control and by updating related IMO guidelines.

This initiative seeks to address identified gaps in the Code's application, while taking into account a series of recommendations outlined in an independent study commissioned by the IMO Secretariat last year, on the effectiveness and effective implementation of the ISM Code.

The revision of the implementation guidelines of the ISM Code will be carried out by the Sub-Committee on Implementation of IMO Instruments (III), in association with the Sub-Committee on Human Element, Training and Watchkeeping (HTW) over three years until 2028.

The revision of the guidelines on the implementation of the ISM Code is also intended to address key recommendations for administrations and shipping companies related to the prevention of violence and harassment on board ships, including sexual harassment, bullying and sexual assault. These include:

- Incorporating policies into safety management systems to prevent, report, respond to and document, cases of violence and harassment, including sexual harassment, bullying and sexual assault, with provisions for victim care, protection against retaliation, and clear safety management objectives including risk assessment and safeguards.
- Ensuring safety management systems compliance with all mandatory regulations, including national laws on violence and harassment, and that guidance from relevant industry bodies is observed.
- Assigning clear responsibilities to a company's senior management and maritime administrations for addressing reported cases, and providing adequate resources for onboard and shoreside response, including access to medical and mental health support for victims.
- Providing training and familiarisation for seafarers and designated shoreside personnel on company policies and their implementation.

The Committee also prioritised its work to tackle fatigue and hours of work and rest, by conducting a scoping exercise of relevant legal instruments that may help to address imbalances between workload and crewing levels, and to protect the wellbeing of seafarers.

## URGENT WARNING ON CARGOES

The Cargo Integrity Group has issued an urgent warning, identifying 15 common 'Cargoes of Concern' that pose significant risks to global supply chain safety if not handled correctly. Commonly transported by sea and intermodally, the highlighted cargoes have the potential to cause significant hazards if not properly handled or declared.

The group, which comprises five major global trade bodies, stresses that while these cargoes are generally transported safely when handled according to regulations and guidelines, improper management or mis-declaration can lead to serious safety risks. The new list aims to raise awareness and prevent further accidents.

The Cargo Integrity Group has divided the products into three categories, as follows:

- **Reactive hazards:** these can cause fires and significant damage under certain conditions and are typically subject to dangerous goods regulations. Examples include charcoal/carbon, calcium hypochlorite, lithium-ion batteries, cotton and wool, fishmeal and krill, and seed cake.
- **Spill or leak risks:** if not properly packed or if damaged, these can harm people and the environment. Examples include hides and skins, wine, bitumen, cocoa butter, waste (recycled engines and engine parts), and vegetable and other oils (especially in flexitanks).
- **Improper packing consequences:** poorly secured cargo can lead to personnel injuries or damage to property and other cargo, potentially causing severe accidents such as truck rollovers and train derailments. Examples include logs and timber, steel coils, and marble and granite.

In the coming months the Cargo Integrity Group will publish additional guidance on the identification and safe handling of these cargoes.

The list is based on data from, among other sources, the claims history of leading freight insurance provider, TT Club; a report prepared by the International Cargo Handling Coordination Association and submitted to the International Maritime Organization on incidents involving dangerous goods on ships or in port, and from the Cargo Incident Notification System, which collates information provided by its members on incidents involving dangerous cargo.

"The combined experience of our organisations has been harnessed to identify these categories and result in pin-pointing some commodities where the risks are perhaps less obvious," says Peregrine Storrs-Fox, Risk Management Director, TT Club. "While the potential dangers of transporting, for example, calcium hypochlorite or lithium-ion batteries might be more widely appreciated, the combustible qualities of seed cake or the hazards associated with cocoa butter or vegetable oils, will be less well-known."

"Every actor in the global container supply chain is responsible for the health and safety of not only their own people, but also of those at any onward stage of the container's journey. Complying with regulations and following the advice in the CTU Code saves lives, and we appeal to everyone shipping, packing and handling commodities that fall within the categories of these Cargoes of Concern to be particularly diligent," comments Lars Kjaer, Senior Vice President, World Shipping Council.

The Cargo Integrity Group is a collaboration of five influential international trade organisations committed to promoting high standards in global transport. The group includes FIATA, the Container Owners Association (COA), the International Cargo Handling Co-ordination Association (ICHCA International), the World Shipping Council (WSC), and the TT Club, a consortium of cargo

## RECORD FOR CORPUS CHRISTI

**Port of Corpus Christi in Texas, US, saw 51.1m tons of commodities moved through the Corpus Christi Ship Channel in the second quarter of 2025. The tonnage marked a record second quarter for the Port, besting the prior second quarter record of 50.6m tons, set in 2024.**

The first half of 2025 also proved the best first half in the history of the Port, with Port customers moving 102.4m tons of commodities. The previous record first half saw 99.5m tons transit the ship channel, in the first half of 2024.

Crude oil shipments in H1 2025 totalled 65.2m tons, up more than 3.8% over the same period last year, while LNG volumes grew nearly 10.8% to 8.5m tons. Additional increases occurred in dry bulk, breakbulk and other bulk liquids.

"We are proud to support a community of customers who continue to rise to the demands of the evolving global market," says Kent Britton, Chief Executive Officer for the Port of Corpus Christi. "The Corpus Christi Ship Channel Improvement Project established this Port as the number one port for crude oil exports, and we remain committed to providing our customers access to the infrastructure needed to ensure continued economic growth."

The newly expanded waterway enables more efficient transport of crude oil, liquefied natural gas and other commodities. The project deepened the main channel to 54 feet from 47 feet, widened the channel to 530 feet in most places, and added barge shelves to the longest portion across Corpus Christi Bay. Annual transportation cost savings are estimated to exceed \$200m.



# BULK TERMINALS MARSEILLE 2025

THE ONLY EVENT AIMED AT THE ENTIRE BULK TERMINALS INDUSTRY

## 29-30 OCTOBER 2025

Organised by



The Annual Conference of the Association of Bulk Terminal Operators (ABTO)

## RESPONDING TO THE NEW AGE OF CHAOS

Conference partner



Sponsors



**INCLUDING  
TERMINAL VISIT**

The 2025 conference will set the scene with the traditional analysis of bulk markets, continuing with a full programme focused on the concerns of operators – offering sound practical solutions to terminal operators for improving profitability, streamlining operations, improving safety, online security and ensuring environmental compliance & protection.

The fluid situation surrounding the imposition of the tariffs imposed by President Trump – at whatever level they settle at – added to worldwide geopolitical tensions will have a serious impact on bulk trade flows, both in terms of total volumes and trade routes. In addition to the obvious economic repercussions, bulk terminals will be presented with operational challenges and the need to make strategic adaptations.

Marseille will examine the impact these latest challenges place on bulk terminal operations – both in the short and long term.

Host port



To discuss speaking and sponsorship opportunities please call  
Simon Gutteridge +33 (0)321 47 72 19 or email [events@bulkterminals.org](mailto:events@bulkterminals.org)

Supporting Organisations



Media Partners



For more details and to register, visit: [bulkterminals.org/index.php/events](http://bulkterminals.org/index.php/events)

## ROTTERDAM SEES THROUGHPUT DECLINE

**Throughput in the port of Rotterdam decreased by 4.1% in the first half of 2025. This brought the total throughput to 211.0m tonnes. The largest decline was in dry bulk (-8.9%) and liquid bulk (-5.3%) segments.**

The throughput of agribulk, meanwhile, rose by 18.6%. This segment is always strongly influenced by global demand and harvests. In the first few months of this year, there was a sharp increase in imports of oilseeds such as soybeans, soybean meal and rapeseed.

The supply of iron ore and scrap fell by 12.2%. This is linked to lower production in the German steel industry, which is influenced by ongoing economic uncertainty and trade restrictions. Coal throughput decreased by 21.1%. This was mainly due to lower supplies of coking coal, which is used in blast furnaces for steel production.

The liquid bulk segment declined by 5.3% to 96.2m tonnes. The throughput of crude oil increased by 2.6% to 50.1m tonnes due to increased transport to German refineries. The throughput of mineral products showed a decline of 21.5% and 6.2m tonnes, due to reasons including storage becoming unprofitable. Arbitrage between regions has been limited, making (spot) transport less attractive.

LNG throughput increased by 9.0% as gas stocks in Europe continued to be replenished during the summer. The throughput of other liquid bulk cargo fell by 5.9%. This is mainly due to lower supplies of biodiesel from China as a result of anti-dumping duties and reduced use of palm oil as a raw material for biodiesel production in Europe.

Total throughput in the breakbulk segment increased by 1.3% to 16.0m tonnes. RoRo throughput increased by 0.9% to 12.9m tonnes. Although volumes to and from the UK have not yet recovered from the sluggish economy, the second quarter does show cautious signs of recovery.

Other general cargo increased by 3.0% to 3.2m tonnes. This increase was partly due to the delivery of offshore wind foundations, steel pipes for the Porthos project, and an increase in the throughput of steel plates for the offshore industry.

Boudewijn Siemons, CEO of Port of Rotterdam Authority says: "Recently, we as a port have been confronted with economic uncertainties, lagging investments, and disruptions in supply chains. In these turbulent times, as a port, we must ensure that the security of supply of energy, food, and other essential materials in Europe remains guaranteed. It is also very important that industry in the port remains competitive so as not to weaken Europe's strategic autonomy."

## NORTH SEA PORTS HOLDING STEADY

**Companies based in North Sea Port have recorded a volume of 33.2m tons of seaborne cargo transshipment over the first six months of the year. Despite a small dip of 1.2%, dry and liquid bulk transshipment held up well.**

In total, 0.4m fewer tons (-1.2%) of maritime cargo was transhipped than in the same period in 2024. Remarkably, transshipment in the second quarter was exactly the same as in the first quarter of this year, at 15.6m tons.

Dry bulk accounts for about half of seaborne transshipment, liquid bulk for a quarter. The throughput of both types of goods remained at the same level compared to the first half of last year: 17.9m tons of dry bulk goods (such as iron ore, coal, sand and gravel) and 7.5m tons of liquid bulk goods (such as propane, naphtha).

In terms of growth, the UK remains the port's most important trading partner, as it was (for the first time) in 2024. The US occupies second place. With growth of 8%, there are – for now in these figures – no negative signs of the impact of a potential trade war between Europe and the US. Due to increased EU sanctions, trade with Russia continued its steady decline during the first half of the year (-14%).

Meanwhile, inland waterway transshipment fell to 30.3m tons in the first half of 2025, 1.9m tons less (-5.9%) than the same period in 2024. Most of this decline is in dry bulk: sand and gravel, ores and minerals.

In other news, following the closure and bankruptcy of Bulk Terminal Zeeland in Vlissingen, North Sea Port has selected Bow Terminal to take up the site.

After completing the selection phase at the end of June, the trustees and the port authority came to a (preliminary) agreement with Breakbulk and Offshore Wind Terminal Vlissingen B.V. (Bow Terminal). This company already operates in the Sloe area in Vlissingen, including the storage, transport and logistics of offshore wind components and the dismantling of obsolete wind turbines.

Bow Terminal will further develop its offshore wind activities at the new site and focus on bulk transshipment.

'We are delighted with the award to be able to further shape our offshore wind activities at this beautiful location and complement this with associated bulk flows (bulk rock) and adjacent storage and transshipment,' says Jack Kloosterboer of Bow Terminal.

'With this, the new operator meets the requirements of the port authority to be active in the energy and/or raw material transition, to have deep-sea port-related activities and to make the best use of the existing infrastructure and terrain,' said Cas König, CEO of North Sea Port.

The site includes the new 700-metre-long deep-sea Quarleskade and direct access via the Westerschelde to the North Sea. In addition, there are two warehouses with a total area of 40,000m<sup>2</sup>.



## PEEL PORTS APPOINTMENT

Peel Ports Group has appointed Captain Susan Cloggie-Holden as its new Group Harbour Master. She replaces Gary Doyle, who is stepping down later this month after nearly a decade at the port operator.

Capt Cloggie Holden, joins the UK's second largest port operator after a distinguished career with the Royal Fleet Auxiliary (RFA), where she became the organisation's first female commanding officer in its 120-year history in 2021.

She now becomes the first female to perform the Group Harbour Master role at the port group, as she takes on the role of the most senior figure overseeing marine operations across Peel Ports Group's network, which includes the Port of Liverpool, Clydeport and London Medway.

In her new role she will lead teams across seven harbour authorities in delivering their responsibilities for operational and navigational matters, including vessel traffic management, pilotage, harbour services and safety and security across the Group's marine operations.

"It's an incredible honour to take on the role of Group Harbour Master at Peel Ports Group," says Captain Cloggie-Holden.

"I'm looking forward to working alongside the dedicated marine teams across the business and building on the strong foundations Gary has laid. His contribution to the company and the wider maritime industry is immense, and

I'm truly grateful for the opportunity to continue that legacy."

Capt Cloggie-Holden rose through the ranks at the RFA after joining straight from school in 2000. She became the first RFA female champion, set up a female-to-female mentoring scheme across the RFA and also became a founding member of the Maritime UK Women in Maritime Taskforce. This work saw her awarded the prestigious Merchant Navy Medal in 2021 for her tireless work to support women in maritime, and six years ago she was named the Global Seafarer of the Year at the Lloyd's List Europe Awards.

She has travelled the world and taken part in military and peacekeeping operations, including the initial Operation Veritas campaign against the Taliban in 2001-02, supporting the post-Saddam Iraqi Navy in 2006-07, conducting counter-piracy operations in the Gulf of Aden at the height of the scourge in 2008-09, and navigating supply ship RFA Fort Rosalie as it provided support to RN vessels involved in operations off Libya in 2011.

David Huck, Chief Operating Officer at Peel Ports Group, adds: "We're delighted to welcome Susan, whose experience and vision make her ideally placed to lead us into the next chapter. Her appointment marks an exciting milestone for Peel Ports Group and the industry more widely."

## BAR TECHNOLOGIES JOINS INTERCARGO

**Marine innovation company BAR Technologies has joined the International Association of Dry Cargo Shipowners (INTERCARGO) as an Associate Member. The move reflects BAR Technologies' commitment to industry collaboration, policy engagement and the rapid scaling of clean technology in bulk shipping.**

As the sector intensifies efforts to cut emissions, dry cargo shipowners are facing growing regulatory and environmental pressures. INTERCARGO plays a central role in addressing these challenges through technical advocacy and collective action. BAR Technologies is joining it at a critical time when its WindWings® technology is gaining global momentum as a commercially proven solution delivering zero-emission thrust from wind propulsion for the dry bulk fleet.

BAR Technologies' WindWings®, based on its patented three-element rigid wing design, delivers best-in-class aerodynamic thrust, automatically adapting its geometry in real-time to the apparent wind. The wings have already been retrofitted on to large bulk carriers, including Pyxis Ocean (Kamsarmax owned by MC Shipping and chartered by Cargill) and Berge Olympus (Newcastlemax owned by Berge Bulk and chartered by Vale) and have been installed on the newbuild Brands Hatch (LR2 tanker owned by Union Maritime) with each wing delivering an average of 1.5tonnes of daily fuel savings.

BAR Technologies' membership comes as maritime regulations become increasingly stringent globally.

John Cooper, CEO of BAR Technologies, says: "Joining INTERCARGO is more than a symbolic step; it's a practical move to ensure that real-world, deployable technologies have a voice in the industry's most critical conversations. Dry bulk shipping is uniquely positioned to lead the charge on maritime decarbonisation.

"At BAR Technologies, we're proud to offer the tools, data and engineering expertise to help drive this transition. We look forward to working alongside INTERCARGO members to share operational insights and enable data-led decisions that accelerate change. The challenge now is clear: we must move from ambition to action and bring proven solutions to scale.

"This partnership is about momentum. By engaging with like-minded leaders, we can support the technical readiness and regulatory alignment needed to turn decarbonisation from a goal into an industry standard."

As an Associate Member of INTERCARGO, BAR Technologies will actively contribute to the organisation's mission of safe, efficient and environmentally sound dry cargo shipping, offering technical insights across wind propulsion, hull optimisation and aerodynamic superstructures.

# THE BACKBONE OF GLOBAL TRADE: MARITIME LOGISTICS AND BULK SHIPPING

Ports and terminals serve as vital connection points between mines, processing plants, and ultimately, consumers worldwide. Within these cargo ports, the safe, environmentally friendly, and economical handling of bulk materials is paramount. The efficiency of loading and unloading processes significantly impacts the delivery time of bulk goods within the supply chain; faster operations mean raw materials reach processing plants sooner. Sophisticated port technology, standardised processes, and automation are key to increasing turnover in ports, terminals, and shipping companies.

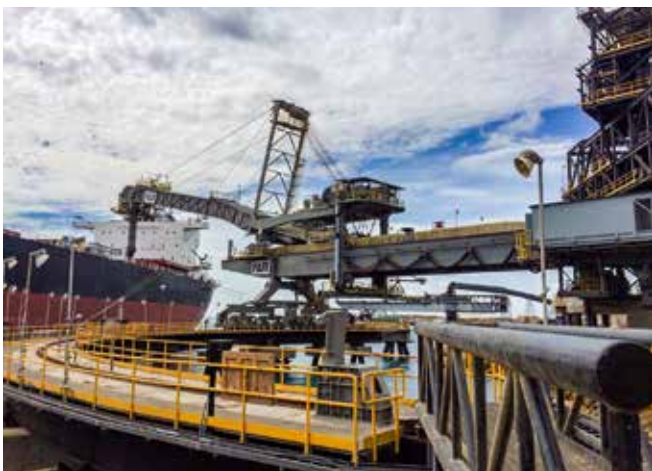
BEUMER Group stands as a key partner in this crucial sector, offering equipment and systems designed to handle a wide range of bulk logistics challenges. With a global presence through branches in 35 countries and a robust service network, the company is strategically positioned to serve customers across the globe. Their comprehensive solutions guide materials through every stage of their journey, ensuring efficiency, safety, and sustainability.

## Solutions for Every Stage of Bulk Handling

The journey of bulk materials typically starts with their receipt at a port or facility. BEUMER Group provides a suite of [loading and unloading solutions](#) to facilitate this critical initial step.

For train and truck unloading and loading, BEUMER Group's solutions include specialised bulk unloading hoppers. At the ship interface, [ship loaders](#) are available with liftable, pivotable and telescopic booms or shuttle booms, either fixed or rail-mounted, along with a range of ship unloaders and continuous ship unloaders.

Once materials are received or need to be moved within a confined area like a port or processing facility, in-port conveying systems become essential. BEUMER Group offers a range of reliable systems for this purpose, including belt conveyors for short and medium distances, [mobile](#) and [shiftable](#) belt conveyors, [air-supported belt conveyors](#), and [feeding](#) and discharging conveyors.



## Strategic Storage and Stockyard Management

After initial conveying, materials often require storage, blending, or management within a stockyard operation. BEUMER Group provides efficient [stockyard technology](#) to manage material movement effectively, including systems for material storage and [blending beds](#). Their solutions cater to various stockyard layouts, such as circular, longitudinal, and radial.

Central to these operations are stockyard and stacker conveyors, which facilitate the efficient movement of materials. Furthermore, BEUMER Group offers a comprehensive range of [stackers](#) and reclaimers, available in various configurations, including combined machines, which collectively help optimise material management and retrieval.

## Long-Distance Transport to Final Destination

For materials that need to be transported from a port directly to a processing plant or between large industrial sites, BEUMER Group provides long-distance conveying solutions. These systems offer flexibility for various terrains and layout constraints, with options including [curved trough belt conveyor](#), [U-shape conveyors](#), and the innovative [pipe conveyors](#). Depending on the conveyor and belt type, they can handle capacities up to 15,000 tonnes per hour, accommodate curve radii less than 100m and manage inclinations of up to 30 degrees.



## Partnership Beyond Products: Lifecycle Support and Innovation

BEUMER Group's commitment extends far beyond equipment supply. From the project's inception, BEUMER Group collaborates on feasibility studies and plant planning, creating extensive 3D visualisations during the early design phase and considering exact parameters for detailed results. Ultimately, BEUMER Group delivers solutions designed to ensure a reduced carbon footprint, minimal dust emission, maximised operational availability, and enhanced staff safety. Their holistic approach makes them a partner of choice for world-class bulk material handling solutions.

# motion? plastics!

... safe, reliable cable and hose management for bulk handling equipment ...



igus® offers a range of solutions to manage cables and hoses for power, data and fluid supply to bulk handling equipment. These can replace festoons, busbars and cable reels to offer reliable, fail-safe and maintenance-free solutions. Also available with condition monitoring and predictive maintenance, as well as site services and support for installation and commissioning.

[www.igus.co.uk/bulkhandling](http://www.igus.co.uk/bulkhandling)

igus®.co.uk