

ICS URGES GLOBAL LEVY ON EMISSIONS

The International Chamber of Shipping (ICS) is calling for a global levy on carbon emissions from ships, in what would be a first for any industrial sector. ICS – which represents the world’s national shipowner associations and more than 80% of the merchant fleet – presented a submission to the International Maritime Organization (IMO) recently, co-sponsored by Intercargo, calling for an internationally accepted market-based measure to accelerate the uptake and deployment of zero-carbon fuels.

The levy would be based on mandatory contributions by ships trading globally, exceeding 5,000 gross tonnage, for each tonne of CO2 emitted. The money would go into an “IMO Climate Fund” that, as well as closing the price gap between zero-carbon and conventional fuels, would be used to deploy the bunkering infrastructure required in ports throughout the world to supply fuels such as hydrogen and ammonia, ensuring consistency in the industry’s green transition for both developed and developing economies.

The shipping industry believes that at current rates of production, zero-carbon fuels are not commercially available at the scale needed for the global fleet. The carbon levy is intended to expedite the creation of a market that makes zero emission shipping viable.

The Fund would calculate the climate contributions to be made by ships, collect the contributions and give evidence they have been made. ICS hopes that it would also support new bunkering infrastructure, so that when new fuels are developed, they can be made available globally and from as many ports as possible. To minimise any burden on United Nation (UN) member states and ensure the rapid establishment of the carbon levy, the framework proposed by industry would utilise the mechanism already proposed by governments for a separate US\$5bn R&D fund to accelerate the development of zero-carbon technologies, which the UN IMO is scheduled to approve at a critical meeting in November immediately following COP 26.

Guy Platten, secretary general of ICS, comments: “What shipping needs is a truly global market-based measure like this that will reduce the price gap between zero-carbon fuels and conventional fuels.

“The rapid development of such a mechanism is now a vital necessity if governments are to match actions with rhetoric and demonstrate continued leadership for the decarbonisation of shipping.

“There’s no question that improvements in technology can enable the transition to zero-emission shipping. However, huge leaps must still be taken if we’re to achieve the readiness levels needed for deployment at scale. This includes building the necessary infrastructure to support such as transition.

“We need to be able to put zero emission ships in the water by 2030 without challenging price and safety issues. If the IMO lends it’s backing to our proposal, then we may yet be able to change this and deploy technologies economically and equitably.”

REMOTE COLLABORATION

ICHCA International has opened the 2021 TT Club Innovation in Safety Award, which aims to highlight the importance of safety at a time of increased operational demands on cargo handling infrastructure and operations worldwide.

The Award will champion and celebrate the many companies and individuals around the world who are 100% dedicated to “making it safe” every day, and to acknowledge and foster innovation to improve safety in cargo operations and logistics.

Both ICHCA International and the TT Club are committed to risk reduction throughout the supply chain, in particular to safety within cargo handling operations. Promoting such safety advice is paramount to the philosophy of the two organisations, and the Award reflects this commitment.

The Award is open to anyone – an individual, team or company – involved in cargo logistics. Entrants are required to show that a product, idea, solution, process, scheme or other innovation has resulted in a demonstrable improvement to safety.

The deadline for entries is 12 November 2021 and full details of the entry process and judging criteria can be found in both English and Chinese [here](#).

REMOTE COLLABORATION

LR and Inmarsat have announced an industry-first collaboration between a satellite communications provider and classification society to provide a connectivity solution that will address challenges experienced during remote surveys.

The new solution uses LR Remote, a specifically engineered application for remote inspection that enables crew members to livestream video, photos and audio from on board a ship to an LR technical specialist located elsewhere and will be empowered by Inmarsat's Certified Application Provider (CAP) dedicated bandwidth service, Fleet Connect, available on the Fleet Xpress digital platform.

Fleet Connect provides an uninterrupted dedicated satellite link between vessels and seafarers, offering users function-specific bandwidth that is independent of business-critical vessel operations or crew communications. With no additional communication hardware required to run this application, the separation allows LR Remote to be enabled remotely without any intervention on-site.

BV RELEASES BULKER CONTAINER CARRIAGE GUIDANCE

Classification society Bureau Veritas (BV) has developed a formalised approach to support the safe carriage of containers in bulk carriers. BV's *Guidance for Studying and Preparing a Bulk Carrier for the Carriage of Containers* provides operators with pathways based on analysis and a thorough understanding of safety, regulatory and operational requirements. The guidance was developed by technical experts based in the Bureau Veritas Piraeus office, in Greece, in collaboration with the Technical Directorate in Paris.

The guidance outlines two main pathways for stowing containers in holds, either as a "block" of lashed cargo without retrofitting of special container securing fittings, or as more conventional stacks of containers, in which case such equipment may need to be fitted permanently or temporarily.

The International Maritime Organization Code of Safe Practice for Cargo Stowage and Securing (CSS Code) for ships that are equipped with a Cargo Securing Manual, provides a key reference point in its Annex 1 "Safe stowage and securing of containers on deck of ships which are not specially designed and fitted for the purpose of carrying containers", as well as the calculation methods for forces acting on cargo units and the efficiency of securing arrangements.

However, the fact that bulk carriers are "not specially designed and fitted for the purpose of carrying containers", combined with the potential need to maximise the intake of containers, may raise concerns related to the integrity of the vessel's structure and the cargo itself, as well as the safety of the crew and the stevedores.

To download the full BV Guidance for Studying and Preparing a Bulk Carrier for the Carriage of Containers, [click here](#)

HYDROGEN PRODUCTION BOOST IN ROTTERDAM

Energy company Uniper and the Port of Rotterdam Authority have entered into memorandum of understanding (MOU) for developing green hydrogen production at the Uniper site at Maasvlakte. These plans build on the findings of a recent feasibility study and are in line with the new hydrogen infrastructure that has been planned to meet the growing demand for sustainable hydrogen from the Rotterdam petrochemical industry.

The joint feasibility study shows that the Uniper site at Maasvlakte is suitable for large-scale production of green hydrogen using power generated by North Sea wind farms. The plant is to be connected to the HyTransport RTM pipeline that runs through the Port of Rotterdam, which also connects the Uniper plant to the national hydrogen infrastructure and the Delta Corridor pipeline bundle. The latter project is intended for delivering hydrogen to chemical clusters in Moerdijk and Geleen (Chemelot) and farther away in North Rhine-Westphalia.

The Port of Rotterdam aims to be carbon neutral by 2050. By then, according to expectations of the Port Authority, approximately 20m tonnes of hydrogen will flow through the port to consumers in the Netherlands and beyond.

"The industry has to go through a massive change in making its business processes more sustainable," says Allard Castelein, CEO of the Port of Rotterdam Authority. "Hydrogen will play a central role in this process. We are working with partners towards the introduction of a large-scale hydrogen network across the port complex, making Rotterdam an international hub for hydrogen production and import and for the transit of hydrogen to other countries in Northwestern Europe. This explains why initiatives like this Uniper project are so important for the future of Rotterdam and the Netherlands."

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CALL FOR SHIPOWNERS IN BIMCO SURVEY

BIMCO is launching a survey that aims to gather information from shipowners about the effectiveness of their anti-fouling systems. The information gathered will help BIMCO provide factual information to the International Maritime Organization about biofouling management in practice.

BIMCO is actively involved in the revision of the guidelines and is seeking to ensure that the revised guidelines remain practical for shipowners. Its questionnaire will collect shipowners' views on the practices of biofouling management, especially the use and effectiveness of anti-fouling systems and in-water cleaning.

Shipowners - BIMCO members and non-members - are urged to take part in the survey, as this will help build a robust case when it comes to help improving the biofouling regulations.

Take part in the survey - **BIMCO Biofouling Survey 2021**

BPA RAISES CONCERNS OVER FREEPORT PARITY ACROSS UK

With the publication of guidance for operators on the responsibilities of operating a Freeport customs site by HMRC, the British Ports Association (BPA) has welcomed the development of the UK Freeport model. However, this is held in stark contrast to developments in the devolved administrations and raises new calls for parity of the Freeports process for all nations of the UK.

HMRC has now published guidance on operating a Freeport customs site, or "free zone" for the eight winning bids in England, which were designated Freeport status in March.

The BPA has been supportive of the concept of Freeports across the UK and believes they can be a force for

good, thus the advancements in piecing together the structural elements of UK Freeports have been welcomed by the organisation. However, since the winning English bids were announced before any agreement on Freeports in the devolved administrations, there have been legitimate fears among ports that they will miss out and be left behind, which have not since been alleviated.

The BPA represents 43 out of the 50 major port locations in the UK, with membership accounting for 86% of all tonnage and including all the major port operators in Scotland, Wales and Northern Ireland, and many more.

[click here](#) to access the bpa's freeports hub

GARD WARNING ON IRON ORE

P&I Club Gard has been warning about the dangers of liquefaction in moving mineral ores from some jurisdictions, raising concerns about the lack of regulatory oversight at ports, in particular Sierra Leone.

Iron ore fines are of increasing concern, particularly shipments from Sierra Leone arising from a phased restart of iron mines in the region and with vessels loading such cargoes in the port of Pepel. The International Group of P&I Clubs says some cargoes of iron ore fines intended for shipment from Pepel have been stockpiled outdoors uncovered for a prolonged period, posing a particular risk of liquefaction during the wet season. It is also understood that some cargoes intended for shipment from the port have previously been considered too low grade for export and have been left in uncovered stockpiles for prolonged periods. They are now being blended with higher grade materials for export. Gard says Members should be aware that iron ore fines shipped from Pepel with a high moisture content may liquefy. When the moisture content is above 14% the risk of liquefaction is very high.

"Members should be aware that anomalies and inconsistencies have been seen in declarations and test certificates provided by shippers for iron ore fines cargoes loaded for shipment from Pepel. That would suggest that some shippers are not adequately assessing or understanding the safety characteristics of the material intended for loading. Check tests run on such materials (by means of the can test) may also provide misleading results if not correctly interpreted," Gard says.

Those loading iron ore fine cargoes from Pepel, Sierra Leone must obtain current, valid and accurate information from the shipper on the physical and chemical properties of the cargo presented for shipment, the club says. It is the shipper's responsibility to ensure that the requirements and procedures for testing and analysing the moisture content and transportable moisture limit of cargoes which may liquefy are complied with.

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or see bulkterminals.org/events/courses-and-training.html

APP EASES PORT DIGITALISATION

Singapore-based Innovez One has launched the first mobile version of its flagship port management software marineM as an app for Keppel SMIT Towing. The new application enables shipping agents to request the services of tug, pilot and supply vessels easily, with a few clicks on their smartphones. It also allows them to monitor the status and timings of their orders, with real-time updates. By gathering precise information on the duration of jobs, the marineM app also greatly facilitates the billing process.

In most ports where digital solutions aren't yet in place, arranging for those services still requires multiple calls between agents and operators, as orders and updates are communicated verbally and recorded manually. This process is time consuming and leads to a range of inefficiencies in ordering, execution and billing. "We developed this application to respond to the needs of shipping agents, who require flexible solutions as they are constantly on the move while coordinating logistics," says Innovez One's CEO and founder David Yeo.

"But the practicality and flexibility of the mobile application also makes it an essential tool for operators, who are keen to use it to make bookings on behalf of agents."

Yeo says he believes that making the software more accessible and convenient for users will encourage a wider range of ports to adopt digital solutions, making them more competitive and resilient. Currently, port management software remains the preserve of only a few major ports, which have the financial muscle to invest in tailor-made solutions. As a result, only a handful of ports are achieving the working definition of a "smart port" – which leaves around 80% of the world's 4,900 ports, mostly small and medium-sized, still missing out on the benefits of digitalisation.

MPC AIMS TO GIVE A VOICE TO THE INDUSTRY

There was a gathering on board HQS Wellington in London recently to launch the Maritime Professional Council of the UK, which aims to ensure that policy makers are aware of the range of expertise and considered opinions the maritime industry can provide.

Shipping is going through huge technological changes and the industry's professional bodies say their expertise needs to be utilised more fully when policy decisions are made in this vital sector.

For generations, professional organisations have provided a key source of expertise helping to maintain the right standards across industrial sectors. In the maritime sector, this is often not the case, meaning regulators and employers are missing out on years of experience leading professionals can bring to the table.

The MPC aims to get industry expertise on display to provide informed advice on the many policy decisions that need to be made.

This year's Merchant Navy Day in September also provided an opportunity to reflect on the sacrifices the industry has made in the past – it was the 80th anniversary of the first Arctic Convoys – and deprivations suffered by those at sea. This topic is, of course, relevant today given the dire situation faced by many seafarers in recent times because of the pandemic, irrespective of where they come from.

The pandemic has resulted in a number of initiatives by individual companies and governments to address the difficulties faced by seafarers through the pandemic, not least the problem of getting vaccinated against coronavirus.

WIND PORT POWERS UP IN NEW JERSEY

Work has started in the US state of New Jersey on a wind port project that will provide a staging, assembly and manufacturing location for the offshore wind sector. Major construction is due to start in December at the New Jersey Wind Port, with opening slated for winter 2023.

Located on an artificial island on the eastern shores of the Delaware River, southwest of the City of Salem, the port has the potential to create up to 1,500 manufacturing, assembly and operations jobs and attract major investment to the area.

Some \$200m has been allocated in the 2022 state budget for the development of the New Jersey Wind Port, in addition to funding from the New Jersey Board of Public Utilities and the New Jersey Department of Transportation.

UNDERSTANDING THE TOTAL COST OF OWNERSHIP

HOW TO AVOID FUTURE PROBLEMS AND BUY BULK SOLIDS HANDLING EQUIPMENT INTELLIGENTLY

The **OBJECTIVE OF THE COURSE** is to raise awareness amongst bulk terminal buyers of the need to behave in a better-informed way and equipment suppliers to understand the operational needs of the equipment they are supplying.

KEY TAKAWAYS: The course will give both terminal operators and equipment manufacturers an insight into what should be on the one side be specified, and on the other side supplied.

23-24 NOVEMBER 2021

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- The Hall of Shame – examples of projects that have gone off the rails to greater or lesser degree
- Quantifying how high the risk is – a review of the Rand Report findings
- Understanding why technical risk is so high with bulk solids handling projects
- Know your enemy – materials for design and for controlling technical risk
- Practical approach to design to accommodate material characteristics
- The virtue of the bespoke suit over prêt-à-porter
- A project management approach is not enough – understanding the true cost of a bulk solids handling system to a business
- CASE STUDY: Drax Power Ecostore Project – a challenging project where some of the best practice techniques were used
- DISCUSSION GROUPS – delegates break into groups under the supervision of the course tutors to discuss how well they currently apply best practice, what they can improve for the future and the difficulties to be overcome



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An essential feature of the technology is that it enables horizontal and vertical curves. Angles of inclination of up to 15 degrees are possible, depending on the characteristics of the material to be transported and the topography, with lengths of more than twelve kilometres. Due to the ability to navigate curves, considerably fewer and in some cases no transfer towers are required. This results in substantial cost savings for the customer and the system continuously transports the material even over challenging ascending and descending sections. The open troughed belt conveyors are particularly suitable for high throughputs. Conveying capacities of up to 10,000 tons/hour are usual.

Using BEUMER calculation programs, a team of experts precisely calculates the static and dynamic tractive forces of the belt during the development phase of the system. This is the prerequisite for the safe dimensioning of the curves. BEUMER engineers select the type of drive technology and conveyor belts needed on the basis of these calculations. This ensures longevity of the entire system.



*Whenever technically possible, the routing of the conveyor has been adapted to the topography.
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- » Dust control and management
- » Explosion protection and ATEX regulations
- » Engineering of equipment for storage and discharge
- » Ship unloading
- » Biomass potential and possible future trends

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