

ESPO RAISES CONCERNS OVER EU ETS MARITIME AGREEMENT

The European Parliament adopted the final EP-Council agreement for the revised EU Emissions Trading System (ETS) on 18 April.

The European Sea Ports Organisation (ESPO) said it welcomes the inclusion of maritime in the EU ETS as part of decarbonising shipping. "Europe's ports have consistently called for an ambitious maritime EU ETS that makes the green transition of maritime possible, while protecting the competitiveness of European ports.

While ESPO welcomes that a price tag is being put on the emissions produced by ships, the geographical scope of the EU ETS maritime agreement could still lead to evasive port calls where shipping companies can avoid paying into the ETS by adding a call to a port outside the EU, or by reconfiguring their routes.

Evasion from the maritime EU ETS is a serious concern that continues to pose a threat to the credibility and robustness of the EU ETS for maritime. ESPO is therefore calling for the Commission to start monitoring and ensuring effective prevention of carbon and business leakage from EU ETS maritime.

"Any evasion will threaten the integrity of the ETS, leading to higher emissions from longer voyages while failing to push shipping companies to green their operations. It will negatively affect employment and business activity in certain ports in the EU, and undermine their strategic role as hubs of transport, renewable energy, and connectivity.

"Early action is crucial as changes in port traffic and the reconfiguration of shipping routes are almost impossible to reverse once they occur," the organisation says.

"It is a positive signal that the political agreement takes the risks of evasion into account, and ESPO appreciates that the Commission will monitor and report on the impacts of EU ETS Maritime on port traffic, port evasion and traffic shift of transshipment hubs. Europe's ports strongly support that the Commission acts as soon as evasion is identified."

ESPO also supports the co-legislators' efforts to introduce a definition of "port of call", which excludes stops in container transshipment ports neighbouring the EU. "This will, however, not be enough to ensure that evasion cannot take place. The changes in traffic patterns and routes should not only cover the +65% transshipment neighbouring ports, but all non-EU neighbouring ports," it says.

Finally, ESPO calls for the strategic use of revenues from EU ETS, where the decarbonisation of the sector will require significant investments in green refuelling and recharging

Continued...

MEDICAL GUIDE BOOSTS SEAFARER SAFETY

The International Chamber of Shipping has launched the *International Medical Guide for Seafarers and Fishers*. This landmark medical guide, written in collaboration with maritime medical practitioners and reviewed and approved by organisations representing shipowners, seafarer unions and maritime health professionals, will help deliver important improvements to seafarers' and fishers' lives on board vessels.

When confronted with a medical emergency far from land, the person responsible for medical care relies on telemedical assistance services, the medicines and equipment available in the on-board medicine chest, and the on-board medical guide for support.

The International Medical Guide for Seafarers and Fishers can be used on all ships and fishing vessels, anywhere in the world, and has been created to support those responsible for providing medical care that are not fully-trained doctors. It can also be used in onshore safety departments, medical assistance centres and training institutions who support seafarers and fishers.

This medical guide is available to order in print and digital ebook at an RRP of £225 and includes a ship's medicine chest and removable action cards. Visit ICS Publications to order and to watch the International Medical Guide for Seafarers and Fishers film [here](#).

infrastructure in ports. ESPO says revenues from the maritime ETS will support maritime decarbonisation through dedicated calls under the Innovation Fund and calls for a significant part of the ETS revenues to be invested in ports in the EU via dedicated EU and national calls.

“We believe that the EU ETS maritime can be an effective instrument to boost the decarbonisation of

shipping,” says Isabelle Ryckbost, ESPO secretary general. “With the current scope we fear, however, that shipping lines still have the choice either to go green, pay, or to divert their journey to limit or avoid the ETS charge altogether. This would have a reverse effect on emission reductions and would seriously harm the business of certain ports in Europe. The Commission must keep a serious eye on this from day one. If there is evasion taking place, the rules have to be adapted.”

IMO REVEALS SECRETARY-GENERAL CANDIDATES

Seven International Maritime Organization (IMO) member states have each nominated a candidate for the post of secretary-general of the IMO. The term of the current incumbent, Kitack Lim of the Republic of Korea, expires on 31 December 2023.

The nominations received include:

Moin Uddin Ahmed (Bangladesh)

Suat Hayri Aka (Turkey)

Arsenio Antonio Dominguez Velasco (Panama)

Cleopatra Doumbia-Henry (Dominica)

Nancy Karigithu (Kenya)

Minna Kivimäki (Finland)

Zhang Xiaojie (China)

The IMO Council at its 128th session (December 2022) approved the procedures for holding the election of the Secretary-General at the July 2023 session of the Council (C 129). The election will take place at IMO Headquarters on Tuesday 18 July.

Following the election in July 2023, the decision of the Council will be submitted to the 33rd session of the Assembly of IMO in late 2023. The Assembly will be invited to approve the appointment. The elected Secretary-General will take office on 1 January, 2024.

IMRF UNVEILS SEARCH AND RESCUE INITIATIVE

The International Maritime Rescue Federation (IMRF) has launched its #FutureSAR initiative. This will look to identify the key challenges the global maritime search and rescue (SAR) industry will face as a result of climate change and propose guidance and best practices that will aid rescue operations in the future.

The initiative, which is being funded by Lloyd's Register Foundation, is the world's first SAR industry-wide response to the effects of climate change on the maritime SAR sector as coastal communities, maritime activity and the infrastructure that they depend on become exposed to increasing risks.

#FutureSAR will look at how SAR services may be able to deal with climate change-related challenges, such as new rescue scenarios such as storm surges, implementing new technologies such as alternative fuels, and protecting infrastructure such as lifeboat facilities.

“Climate change and the climate transition will have a major impact on maritime industries and communities,” says Caroline Jupe, chief executive officer of the IMRF. “The #FutureSAR project will evaluate how SAR services will need to adapt to these profound challenges and provide a blueprint for future research and resources to help the SAR sector continue to serve the maritime community effectively.”

“SAR services operate in a changing risk landscape and must continually evolve to keep pace with the risks facing the communities they serve and their own operations, staff and volunteers,” says Jan Pryzdatek, director of technologies at Lloyd's Register Foundation. “We are pleased to partner with the IMRF on the #FutureSAR initiative, which contributes to our mission of securing appropriate technical, operational and performance responses to climate change to enhance safety of life and property at sea.”

The IMRF will launch a working group, consisting of SAR organisations, technical institutes and engineering specialists, that will produce a report on the Climate Transition for Maritime SAR Services in 2024 that will be freely available to SAR organisations around the world to implement best practices for climate change-related challenges.

The #FutureSAR initiative will also look at ways the global maritime SAR community can contribute to the wider shipping industry's drive to decarbonise and achieve net zero.

If you are interested in joining the IMRF's official #FutureSAR working group, please contact Caroline Jupe at c.jupe@imrf.org.uk. This group is available to IMRF Members only. To find out more about the #FutureSAR initiative, please visit the IMRF's dedicated initiative homepage: international-maritime-rescue.org/futuresar.

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RUSSIAN COAL BAN BOOSTS VESSEL SIZES

Europe's ban on Russian coal is seeing cargo travel much longer distances, nearly doubling shipping demand and boosting vessel sizes. Capesize freight rates are set for a period of upside volatility as the fallout from the war in Ukraine continues to spread across the energy markets, according to Maritime Strategies International.

In its latest quarterly dry bulk market outlook, MSI points to the re-routing of Russian exports to new destinations as a result of the EU ban on imports. At the same time, imports to Europe are also travelling longer distances to reach the bloc from other sources.

With Russian exports subject to the European Union's import ban, Russia has re-routed those flows to other destinations, in particular China, India and Turkey, a structural change to major coal trade that MSI believes will persist over its forecast horizon.

This is having a significant impact on the average distances over which Russian coal is being transported, with the average laden distance for Russian coal cargoes increasing from 2,000-2,500km in 2018-20 to around 4,000km now. Away from any impact on Russian coal volumes, this suggests a near doubling of the shipping capacity required by the Russian coal trade.

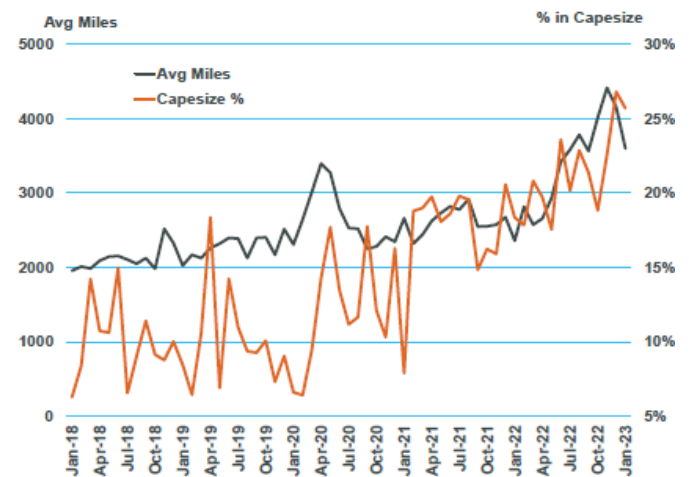
While this is significant by itself, the impact on the freight markets is likely to be further amplified by the shift of that trade towards capesize vessels. While only approximately 10% of the Russian coal trade was previously served by the capesize market, that proportion is now closer to 25%. Given the typical seasonality in the coal trade, and the potential for short-term geopolitical shifts in the Russian coal trade in particular, these factors are likely to contribute to an increase in the volatility of capesize utilisation rates.

With Europe at the epicentre of a global energy crisis since

the withdrawal of Russian gas supplies, elevated demand for coal in Europe will persist for some time yet. MSI maintains an optimistic outlook for coal trade this year, forecasting growth of 2.7% year on year. Its expectations of a further increase in volumes are underpinned by persistent strong import incentives.

"The war in Ukraine is continuing to have disruptive effects on the dry bulk commodities markets and therefore dry bulk shipping. In this case, the larger ship classes will be the ones to benefit," says Plamen Natzkoff, associate director, dry bulk commodities, MSI. "There are, of course, risks to this forecast, but the shipping demand trend is likely to be only re-enforced by Europe's increased reliance on coal imports which it must secure from longer-distance sources."

The MSI Q1 2023 *Dry Bulk Report: Deflated* is available now. Visit msiltd.com.



With imports of Russian coal banned by the EU since August 2022, exports have largely been directed to longer-haul destinations, in particular China and India.

PORT OF CORK SIGNS UP INNOVEZ ONE

The Port of Cork Company has entered an agreement with Innovez One, a provider of port management systems, to accelerate the digitalisation of its port calls and operations.

Under the agreement, Innovez One will provide its flagship software, marineM, to fully digitise and optimise crucial marine services for vessels arriving and departing Ireland's second-largest port.

MarineM will automate and improve the scheduling of port, tug, and pilotage services, which are crucial for efficient operations. Using algorithms powered by artificial intelligence (AI) and machine learning, marineM's planning module will manage schedules and dispatch resources – assigning pilots and tugboats to jobs in the most efficient way, and reallocating resources seamlessly if a vessel's ETA changes.

The latest step aims to boost the efficiency of service fleets, thereby minimising the overall distance travelled, eliminating unnecessary journeys and reducing greenhouse gas emissions. It will also assist the port in enhancing berth management, which plays a key role in building port resilience and minimising congestion.

Furthermore, agents will be able to register their vessels, order services such as supplies, logistics and marine services, and track the progress of each job from an online portal available on mobile phones. The system will also automate the billing process, which will boost transparency and accuracy, and help eliminate billing issues, delays and disputes.

CLARIFYING CLAIMS FOR LOSS OF CHARTER HIRE

London marine insurance professionals must contend with a series of long-standing problem areas in claims for loss of charter hire, with market clauses stopping short of answers to some key points.

Rui Hao, an associate director of Richards Hogg Lindley, sought to offer clarity on what the clauses “do and do not say” when he addressed a recent market briefing in the City organised by the Association of Average Adjusters and the International Underwriting Association.

A loss of hire policy comes into play when a vessel has sustained damage covered under a hull and machinery policy. If the assured is deprived of income because of an insured event, insurers would cover an agreed amount per day for a certain number of days over the policy excess.

The following policy conditions are widely used to insure loss of hire: the Nordic Marine Insurance Plan; the American Loss of Charter Hire Form SP40B (known as the Lazard form); and the policy form from the English market and named after the late AB Stewart, a Lloyd’s marine underwriter at the time. The latest version of the English conditions is ABS Loss of Charter Hire Insurance (1/10/83), either including or excluding war.

“A loss of hire policy comes into play when a vessel has sustained damage covered under a hull and machinery policy”

Setting the context for his remarks, Hao, who is a Fellow of the Association of Average Adjusters, explained that while this type of insurance is generically called loss of hire (implying it was for time-chartered vessels), a wide range of business was written on the basis that a vessel was operating for instance on the spot market or in liner trades among others. The cover was better described as “loss of earnings”, he said.

Clause 1 of the ABS form provides that “if in consequence of” loss, damage or an occurrence covered under a chosen set of hull clauses, or breakdown of machinery that has not resulted from wear and tear or neglect by the assured, there is prima facie cover under a loss of hire policy.

Hao reminded his audience that there must be a causal connection between loss of earnings and the insured event. This excluded a vessel that would have been out of employment in the absence of the insured event; but when proving a loss, the assured was required to show only that there was a reasonable chance of obtaining a charter.

Before the 1992 case, *The Wondrous*, the understanding about the ABS wording was that the trigger for a claim was the insured peril and not that damage was caused by an insured peril. In that case, the High Court rejected a claim

for loss of hire on the grounds that a failure to comply with customs regulations led to the ship being detained and this was excluded by the Institute War clauses referred to in the loss of hire conditions. The Court of Appeal held that there must be a loss of or damage to the vessel covered by hull clauses and a repair period to trigger a claim for loss of hire.

However, the policy wording in *The Wondrous* was not the same as the wording of the ABS form, and a reference to “occurrence” in the ABS conditions after the words “loss, damage” envisaged the aftermath of an insured event that had not caused physical loss or damage to a vessel.

“It might be difficult to prove that a vessel’s slow steaming and reduction of hire was the direct consequence of a casualty”

The Nordic Marine Insurance Plan extended cover for circumstances where there was no damage, that is, a vessel being stranded without sustaining damage, prevented by obstruction other than ice from leaving a port or similar area, because of measures to salvage or remove damaged cargo, or because of an event allowed in general average.

A vessel may be off-hire for repairs after the expiry of a policy during which an accident occurred; if damage occurred under policy number one, and the vessel was put off-hire for repairs during policy two, the claim would be on policy one.

Difficulties might arise when dealing with progressive damage. If 30% of damage attaches to policy 1, and 70% to policy 2 when the vessel is off hire for repairs to the progressive damage, which policy should respond to the loss of hire claim? Assuming the loss of hire policies are back-to-back with hull and machinery policies, it is suggested that the percentages of propagation of damage are applied to net claims under the two policies, said Hao.

He addressed circumstances where a vessel is “partly” prevented from earning hire, the most common example being slow steaming. If a vessel sustains main-engine damage which reduces its speed, then charterers may debit owners with a proportion of the daily hire. Other examples are loss of use of a ship’s cranes, reducing its discharging capacity, and loss of use of a damaged hatch or hold, lowering cargo carrying capacity. Insurers have sometimes argued that claims are only payable when a vessel is completely off-hire, but it is now generally agreed that this would be inequitable and claims for slow steaming were being settled by insurers.

Hao admitted that in practice, the difficulty might be to prove that a vessel’s slow steaming and reduction of hire was the direct consequence of a casualty. There are many other reasons for slow steaming, such as to conserve fuel, to avoid port congestion or to provide time for engineers to

carry out maintenance. Adjusters would have to satisfy themselves that a loss of hire claim for slow steaming did result from insured perils or ship breakdown and not from extraneous causes.

Would there be a claim for time for repairs extended by events beyond the control of the assured? Hao cited two legal cases: one concerning *The London* (1914) and the other the well-drilling vessel *Toisa Pisces* (2012). The reasonable conclusion from those cases was that under English law, claims for loss of time for repairs extended by events outside the assured's control were in principle payable, unless there was a new proximate cause.

Hao turned to the question of what is known as "common time" which might involve operations such as removal to a repair port, tank cleaning, gas freeing and sea trials; or operations involving different classes of repairs carried out simultaneously. The ABS form was silent about that, but the American Lazard form included a simultaneous repairs clause, which provides for time common to different classes of repairs to be divided between insurers and assured.

"Shipowners argue that hire is not divisible into elements of running expenses, direct overheads and profit, although owners expect to pay wages and maintenance out of their hire earnings"

He said that there were considerations as to whether to call only on the assured to share time which is common to damage repairs and owner's work necessary for seaworthiness, or to extend the principle of sharing common time along the lines indicated by the Association of Average Adjusters D5 rule of practice.

The London practice was that the principles under D5 are applied to common time and simultaneous repairs in loss of hire claims, that is, the assured is called on to share time when damage repairs are deferred until a routine repair period or are carried out concurrently with owner's work immediately necessary for seaworthiness of the vessel.

Hao explained that the Nordic Plan differs from English and American practice in that if repairs covered are carried out simultaneously with works not covered but are done to fulfil classification requirements, to enable the ship to meet technical and operational safety requirements, to perform its contractual obligations, or are related to the reconstruction of the vessel, half of common time in excess of the deductible is to be apportioned equally between both classes of work.

Are additional expenses payable? Clause 12 of the ABS provisions says that insurers have a right to require the assured to incur any expense which would reduce insurers'

liability provided such expenses are for insurers' account. Likewise, if the assured incurs additional expenses which would reduce the loss of hire claim, such expenses are in principle allowable to the extent of savings for insurers.

Clause 3 of the ABS form provides that where a recovery in respect of loss of earnings is obtained from third parties, such recovery shall be apportioned between the assured and the insurers as their respective interests may appear. Thus, if loss of hire insurers pay a claim following a collision, and a recovery is obtained from the opponent vessel for loss of hire while the vessel is off-hire for the repairs, the loss of hire insurers would be credited with daily hire recovered beyond the excess period.

"If crew were not engaged in repairs, hull insurers would have had to pay higher costs to repairers and the crew could have been occupied in other tasks"

But if crew wages are allowed during an extra period of detention at a port of refuge, allowable in general average, should loss of hire insurers be credited with crew wages on paying a claim? Shipowners argue that hire is not divisible into elements of running expenses, direct overheads and profit, although owners expect to pay wages and maintenance out of their hire earnings. Loss of hire insurers on the other hand contend that when owners placed the insurance, they were taking into account running expenses, direct overheads and profit.

As far as Hao understood, the practice was to credit recoveries of wages and maintenance to loss of hire insurers if owners successfully recovered general average contributions. Bear in mind, he added, that credit is not given for wages and maintenance that is recoverable in general average but falling within the excess period.

What if a bonus payment were made to crew members engaged in repairs, and owners managed to recover that from hull insurers – should loss of hire insurers receive credit for the bonus recovered? On that point, Hao noted that crew wages were paid in lieu of cost of repairs. If crew were not engaged in repairs, hull insurers would have had to pay higher costs to repairers and the crew could have been occupied in other tasks. Hao submitted that where crew are engaged in damage repairs, and hull insurers pay crew costs in excess of ordinary crew wages, the extra crew costs should not be credited to loss of hire insurers.

Burkhard Fischer, vice-chairman of the Association of Average Adjusters and chair of the meeting, said that what was less clear was the future of the ABS conditions when many in the market preferred to use the Nordic Plan. The ABS clauses were common sense, but their silence on some matters might or might not be an advantage.

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Storage of Bulk Materials:

- » Storage and Discharge of Powders and Bulk Solids
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LATEST FROM BRITISH PORTS AUTHORITY

GOVERNMENT URGED TO GRANT MORE FREEPORTS

The British Ports Association (BPA) has welcomed the announcement that the Celtic Freeport and Anglesey Freeport bids have been successfully awarded Freeport status by the UK and Welsh governments – but it suggested that policymakers should look to grant other locations a similar status.

Richard Ballantyne, chief executive of the BPA, which represents all the ports in Wales and also facilitates the industry's forum, the Welsh Ports Group, says: "We congratulate the Celtic and Anglesey Freeports and look forward to following their journey. It's been a sensible and pragmatic decision to grant two Freeports, meaning both north and south Wales are included so we applaud the agreement reached between the UK and Welsh governments.

"However, in addition there are several other port locations elsewhere that are and could also be hubs of economic activity so let's not forget these sites. It's time for our decision makers to consider how all ports and trading gateways across the whole of the UK might be given the right tools to flourish.

"Ports are enablers for investment and job creation so why not designate many more locations? This would give all regions the opportunity to benefit from this ambitious and clearly advantageous initiative."

UK'S TOM LEAVES PORTS OUT OF POCKET

The UK government has published its Target Operating Model (TOM), which details the post-Brexit border control arrangements and confirms that much of the specially built port infrastructure is likely to be surplus to requirements.

The TOM describes a new regime that should see notably less goods subject to sanitary and phytosanitary inspections at Border Control Posts, which were prepared at great cost and in rapid time. The government's TOM was published recently for consultation and is available [here](#).

Commenting, Richard Ballantyne chief executive of the British Ports Association, says; "While many in the freight industry will welcome the long-awaited publication of the TOM, in many ways the document is a bitter pill to swallow as much of the hundreds of millions of pounds of both

public and private investment, not to mention the huge collective effort there has been to develop the network of new Border Control Posts, is likely to be wasted.

The TOM confirms that far less border interventions will be required, as a new environmental health control regime is implemented at our international gateways.

"While this is good in terms of the facilitation of cargo through our frontiers, our ports have had to build infrastructure that is likely not to be needed. This leaves our sector out of pocket and with costly large 'white elephant' structures on their estates. We are keen that the government picks up much of these costs, otherwise port customers and trade could face additional charges.

"Also, as the TOM has been delayed for the best part of six months, there is now only a limited amount of time to modify and prepare facilities for the new arrangements," Ballantyne concludes.

MORE FUNDING NEEDED TO HIT WIND TARGETS

The British Ports Association (BPA) has welcomed the confirmation and launch of the £160m Floating Offshore Wind Manufacturing Investment Scheme (FLOWMIS) for port infrastructure – but suggests more funding will be needed to help achieve the sizable offshore wind targets.

Commenting, Richard Ballantyne, chief executive of BPA, says:

"FLOWMIS is a welcome initiative and we are pleased to see it finally launched. It will certainly help kickoff the work needed to secure some of the UK's offshore winds targets. However, it must be stressed that further phases of funding could be needed in order to achieve our ambitious energy aims. The size of the task ahead is certainly bold, but the UK ports industry is raring to go!

"We would therefore suggest that this is the first of several stages of funding the government allocates to help with the ongoing rollout of FLOW projects. Of course, we want to see the developments and jobs based here in the UK and the funding will be important to help secure this activity. Alongside this there also needs to be resource and improvements to the port planning and consenting processes. Details and guidance are [here](#).

ANIMATION AIMS TO SAVE LIVES

The International Group of P&I Clubs has launched its second safety animation to help prevent injuries and loss of life during mooring operations.

Seafarers and shore personnel continue to be injured or killed during mooring operations. In the five policy years leading up to 2021, the International Group Clubs were notified of 858 injuries and 31 fatalities that occurred during mooring operations. To assist the industry to tackle the technical aspects of mooring operations, The ISM Code, the Code of safe working practices for Merchant Seafarers (COSWP) and the Oil Companies International Marine Forum's (OCIMF) Mooring Equipment Guidelines have been developed.

This animation focuses on the human factors and

influencing circumstances on human performance in the lead up to and during mooring operations.

The overriding message of the animation is "Stop, Think, Stay Alive" and each scenario is accompanied by guidance notes, which can be downloaded below.

The six acts comprise

[Understanding the operation and risks](#)

[Time pressure](#)

[Staying aware of risks](#)

[Rushing tasks](#)

[Using the master's overriding authority](#)

[Speak up when in doubt](#)

For more details, visit: igpandi.org.

VDR WELCOMES EC SEAFARERS CERTIFICATES' RULING

The German Shipowners' Association (VDR) has welcomed the European Commission's decision of 31 March 2023 to continue to recognise certificates for seafarers issued by the Philippines.

VDR president Gaby Bornheim says: "The decision is an extremely important step towards ensuring quality standards and fostering international cooperation in maritime transport. Filipino seafarers also make up an indispensable part of crews in the German shipping sector. Thanks to the European Commission's decision, there will finally be planning security and dependability now for the future as well."

Roughly 50,000 Filipino seafarers are working on EU-flagged ships alone. Their expertise and skills are vital for safe and efficient maritime transport, says VDR, and the EU's decision is additionally an important signal to other countries that also want to train seafarers and recognise their seafarer certificates.

"Maintaining high internationally applied quality standards in the training and certification of seafarers is essential and a necessary prerequisite for the safe operation of our ships," Bornheim says.

PEEL PORTS EXPANDS WITH HES ACQUISITION

UK port operator Peel Ports Group has completed the acquisition of HES Humber Bulk Terminal for an undisclosed sum.

Peel Ports bought the business from specialist bulk terminals operator HES International (headquartered in Rotterdam) to expand its presence to the UK's east coast.

The acquisition means Peel Ports now operates across eight key locations in the UK and Ireland, with the ports of Liverpool, Heysham, Manchester Ship Canal, London Medway, Clydeport, Great Yarmouth and a container terminal in Dublin already within its portfolio.

The new bulk terminal, situated on the South Bank of the Humber Estuary, will be operated by Peel Ports Logistics, a division of Peel Ports Group that specialises in "one-stop-shop" logistics solutions.

The acquisition marks Peel Ports Logistics' third UK

presence and its first on the east coast. Its other operations are located in the North West, at Runcorn and Ellesmere Port respectively. The division is led by Managing Director, Sebastian Gardiner.

The terminal has an open storage capacity of 6,200m² and a covered storage facility of 275,000m³. With an automated conveyor-fed import and export system, the terminal delivers safe and efficient handling and storage of a variety of dry bulk products.

Bulk customers in key industries, including agriculture, construction and energy, will be able to benefit from the expertise, experience and streamlined operations with the expansion of Peel Ports Logistics' one-stop-shop solutions to the region.

The HES Humber Bulk Terminal currently employs 29 people, all of whom will be retained as part of the acquisition.

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

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

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

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

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



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BULK TERMINALS LISBON 2023

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

25-26 OCTOBER 2023

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Organised by

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THE ONLY
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TERMINALS
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The 2023 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 safety, streamlining operations and ensuring environmental protection.

The conflict in Ukraine had a serious impact throughout 2022 on bulk trade flows. This will undoubtedly continue this year. And while the world may be opening up, the effects of covid-19 will continue to affect global supply chains. Lisbon will examine the impact of both on bulk terminal operations – both short term and in the future.

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

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For more details and to register, visit: bulkterminals.org/index.php/events