

SINGAPORE SCOOPS TOP SLOT IN MARITIME CITIES REPORT

DNV has announced the launch of the 2022 edition of the *Leading Maritime Cities (LMC)* report, which provides fresh insights into which global hubs offer the best infrastructure, technology, finance and world-class talent to help the maritime community connect and prosper.

There have been many dramatic developments since the last edition of the report was published in 2019. Two years of fluctuating restrictions have caused severe trade and travel upsets. Another major driver has been extreme weather events. Shipowners, charterers, cargo owners and lenders are gearing up for a decarbonised future, with rapid adoption of zero-carbon fuels expected over the next decade. Ongoing digitalisation, including ports and the supply chain, will drive efficiency in support of this transition.

“Maritime cities and clusters are generating unique strategies to cope with these global transformations. They will play a leading role in the green shift, with new business models that drive the transition,” says DNV Maritime chief executive Knut Ørbeck-Nilssen.

The LMC report is compiled in co-operation between classification society DNV and Menon Economics.

“Singapore holds the top slot for attractiveness and competitiveness, while also scooping the maritime technology title, thanks to the city-state’s unrelenting focus on digital transformation. Singapore gives way to Athens and Shanghai in shipping and ports and logistics respectively, losing some ground in maritime finance and law,” says Shahrin Osman, regional head of maritime advisory at DNV and the report’s co-author.

Two European cities feature in the top three. “Rotterdam’s second place demonstrates that it’s a maritime city on the rise. Although only 10th in shipping, the Dutch hub scores well overall. London is also among the top contenders, from fifth to third place overall. However it has lost out its previous top slot in maritime finance and law to New York. Fourth and fifth place go to Asian counterparts Shanghai, followed by all-rounder Tokyo.

“The 2022 analysis uses some new and more comprehensive objective and subjective indicators for each pillar, as well as data sources. This facilitates more refined benchmarking of the relative performance of each city,” explains Menon partner Erik Jakobsen, who is the co-author of the report.

MAERSK CHARGING INITIATIVE

Shipping group Maersk plans to install hundreds of offshore charging stations around the world to allow vessels to power themselves with electricity instead of fossil fuels while waiting outside ports. The aim is to limit carbon emissions and cut air pollution from approximately 3,500 ships idle in ports worldwide.

Congestion and bottlenecks at major ports such as Shanghai, Rotterdam or Los Angeles during the pandemic due to lack of labour and growing import demand has resulted in greater emissions as ships wait to discharge cargo.

Stillstrom, a new company owned by Maersk’s offshore marine service division, has developed technology that will allow vessels to charge while moored to a buoy connected to land via a transmission line.

The group aims to install buoys at up to 100 ports by 2028, which it says will cut carbon emissions by 5m tonnes a year while reducing air and noise pollution, Stillstrom manager Sebastian Klasterer Toft told Reuters.

“We know that air pollution is a big problem at ports near urban areas and these buoys will allow ships to turn off their engines,” Toft said.

“Our ambition is that ships should use green power instead of fossil fuels while laying idle at ports.”

The first such buoy operating at commercial scale will be installed between July and September this year at an offshore wind farm operated by Danish energy company Ørsted.

Coaster vessels consume three to five tonnes of shipping fuel a day while idle and the largest commercial vessels, such as container ships, consume up to 10 tonnes, according to Maersk.

SEAFARERS HAPPINESS SUFFERS YO-YO EFFECT

The fourth quarter 2021 Seafarers Happiness Index report, published by charity The Mission to Seafarers, reveals the sustained impact of covid-19 throughout the year, with the Index's measure of overall happiness decreasing from 6.59 to 6.41.

The survey, undertaken with the support of Wallem Group and the Standard Club, highlights that 2021 saw seafarer happiness rise and fall throughout the year, a trend that mirrors the waves of covid infections.

Where there has been an opening up of economies and international movement, seafarer sentiment has improved, while in times of rising infections and restrictions on movement, happiness levels among seafarers have fallen. This clear correlation highlights how national decisions impact international seafarers.

With unpredictable variants and different rates of outbreaks across the world, the "yo-yo" nature of the pandemic is having a serious impact on mental health. Seafarers raised concerns about the draconian nature of repeated testing, as well as the quality of quarantine provision. Relationships on board are strained and there have been an increasing number of seafarers talking of bullying, harassment and frictions on their ships.

In addition, growing numbers are reporting of plans for a career change, warning that a shortage of replacement crews and a drain of seafarers away from the industry will be imminent.

The report highlights that progress is being made on the issue of ship-shore connectivity, with seafarers reporting that online access has increased. Seafarers also expressed their gratitude for campaigns to deliver free access to calls or internet access over the holiday period.

However, the survey highlighted a very clear divide between vessels that provided free or affordable access, compared with those that do not. There is a chasm in the responses and more and more seafarers are stating that they always check what access they will have before accepting new contracts.

Seafarers responding to the survey highlighted the lack of recognition as key workers, despite so many initiatives in support of this status. In addition, concerns were expressed over limited freedom of movement, a shortage of vaccinations and a perception that the profits of shipping companies are not being fed back into the workforce that keep seaborne trade going.

Some respondents also reported that standards were dropping; of particular concern is that practical training for emergencies appears to be falling away. However, it is perhaps a consequence of the reality of seafarers spending too long at sea. There is apathy creeping in, even about standards and safety, the report says. Careful, considered management is needed to make seafarers engage with safety once more.

Andrew Wright, Secretary-General of The Mission to Seafarers, says: "This latest Seafarers Happiness Index report reveals the long-term impact of the pandemic on our global seafarers.

With different variants emerging, new waves of infections and fluctuations between freedom and lockdown, seafarers are dealing with constant uncertainty. This confirms the importance of key-worker status for our seafarers, which will help ensure crew changes regardless of how the pandemic develops and support the logistics of crew travel.

"Looking at the results of 2021 as a whole, we hope this report will encourage organisations to recognise the lessons for 2022 when it comes to investing in their seafarers, whether it is continuing to improve connectivity, adjusting working hours, or enhancing training. It is about understanding the challenges and making a difference to support the men and women serving at sea.

Thank you to all those seafarers for sharing their experiences so the industry can continue to develop with seafarer well-being at its heart."

To read the latest Seafarers Happiness Index report, [click here](#).

GUIDE SHEDS LIGHT ON SAFETY ISSUES

Law firm Lanier has introduced a maritime safety guide. [Click here](#)

"The shipping industry is so important that the entire world relies on its success. However, many overlook the workers who make international trade possible. As you know, maritime workers face many safety and security risks," the company says. "For this reason, we wanted to make a maritime safety guide to shed some light on these issues and also to help educate others."

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SCREENING TOOL HALTS HAZARDOUS CARGOES

New York-based cargo inspection company NCB Group has signed an agreement with container shipping specialist Hapag-Lloyd to adopt the Hazcheck Detect cargo screening tool. This detects mis-declared and undeclared dangerous goods in containerised shipments.

Hazcheck Detect scans all cargo booking details for keywords and includes an industry library to enable suspicious bookings to be identified that may be mis-declared or undeclared dangerous goods and other compliance cargo. The service is interactive, allowing non-compliant cargo to be detected within seconds rather than days. Last minute changes to bookings, declarations, Bills of Lading and shipping instructions can be picked up in real time. This immediate response helps to prevent such cargo from being loaded on to a ship, thereby avoiding the risk of fires at sea.

Ken Rohlmann, senior director dangerous goods at Hapag Lloyd, says: "We have been a strong advocate of this kind of screening approach for some time and are glad to be one of the first companies to adopt this new technology. The key criteria for moving to Hazcheck Detect was the desire to have a common screening approach for all major container lines to help avoid undeclared cargo rejected by one line being presented again as a booking to another line."

For more information [click here](#)

COVID STILL A CONSTANT PRESENCE, WARNS SSY

After a volatile 2021, leading shipbroker Simpson Spence Young (SSY) has been looking at the next 12 months and highlights areas of particular interest in its 2022 Outlook Report. This analysis looks at various drivers of shipping markets, including how developing emissions regulations may affect the state of play.

Contributions come from a range of senior research and broking experts and cover dry bulk, tanker and gas freight markets; shipping investments, CO2 emissions, forward freight agreements, metals and energy derivatives.

SSY chairman Mark Richardson says: "Looking at 2021 and drawing conclusions about the year ahead, covid continues to be a constant presence. In sectors where pricing has been vulnerable to weakness, it dampens growth prospects and where there is tightness of supply, it adds uncertainty and stokes volatility."

As far as individual sectors are concerned, the report says: "Seldom has a year been as eventful as 2021 for the dry bulk freight market. Vessel earnings across all main bulker sizes jumped to 13-year highs buoyed by

recovering demand outside China, coal and iron ore prices spiralled to record levels and smaller bulkers were suddenly in demand for both container and de-containerised cargoes due to supply chain dislocations creating chronic capacity shortages in the boxship market."

The emergence of the Omicron variant does pose a risk to oil consumption and therefore tanker demand in early 2022, but this will depend on the severity of this strain and the scale of country-led responses to curtailing its spread, the report suggests.

"From 2024 onward, the liquefied natural gas (LNG) market will see a serious uptick in LNG production coming online. As a result, owners in the past six months have moved aggressively with the yards in South Korea to book slots and to try and secure competitive prices. As a result, in the period of July-December, new building prices have increased to more than \$10m dollars for a single unit," the report says. Power in Europe has exacerbated tightness in energy intensive metals, such as zinc and aluminium, causing supply cuts and pushing prices/premiums as stocks still remain low in those regions.

Read the full report [here](#).

US INVESTMENT BOOST

The US government has announced that, through the US Army Corps of Engineers, it will invest more than \$14bn in fiscal 2022 for more than 500 projects as part of the Bipartisan Infrastructure Law. A full list of projects receiving funding is available. [Click here](#)

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UK PORT INVESTMENT ON THE UP

New research published by the British Ports Association (BPA) reveals that UK port investment topped £1bn in 2021 despite continuing pandemic volatility. The figures are being published alongside BPA analysis of new trade data that shows how continued depressed demand for fuel is masking a strong recovery across multiple cargo segments.

Investment in port infrastructure in 2021 stood at more than £1bn, swelled by several big projects such as the £300m fourth berth at DP World's London Gateway, which will raise capacity at the container port by a third. Significant investment in modernising port machinery, pilot vessels and buildings adds at least another £75m to the total, although this is almost certainly an underestimate as the value or existence of much of this investment is not routinely published.

Other notable port infrastructure investments announced last year include:

- £25m development of the Port of Lowestoft's Eastern Energy Facility
- a £50m expansion at the Port of Cromarty Firth
- Teesport's new £9.2m bulks terminal
- the start of a new £60m programme of works to redevelop areas within Pembroke Port
- £40m of investment in the Port of Leith by Forth Ports



Harwich Haven Authority, meanwhile, is investing £120m to deepen the channel to the Port of Felixstowe to remain open to the world's largest container ships.

Recent investment figures for last year showed volumes of most cargo types returned to pre-pandemic levels or are stronger than they have been for years. Weak liquid bulk volumes due to a drop off in transport demand during the pandemic have masked what is shaping up to be a very busy year for many ports.

The BPA also published analysis of new experimental "live" trade statistics from the government at the end of last year.

LADDERS UPDATE IN PILOT TRANSFER GUIDE

A guide to maritime pilot transfer safety has been updated amid industry concerns about poorly rigged ladders causing severe injuries or fatalities.

The 'Shipping Industry Guidance on Pilot Transfer Arrangements', produced by the International Chamber of Shipping (ICS) in partnership with the International Maritime Pilots' Association (IMPA), features a new section with the International Maritime Organization (IMO)'s guidance on combination embarkation platform arrangements.

Provisions for a "trapdoor arrangement" in combination ladders, the minimum size of the opening and rigging procedures are covered in the new section.

"The consensus among the maritime stakeholders we spoke to for this updated pilot transfer arrangements guide was that the ladders themselves are fine – the issue is how they are rigged and whether crew have undergone the right training to ensure the safest operating procedures are applied," says Gregor Stevens, senior marine advisor at ICS.

The updated guide comes after Captain Simon Pelletier, Chairman of the International Maritime Pilots' Association, urged the IMO to prohibit a dangerous pilot transfer ladder arrangement linked to a fatality in New York on 30 December 2019.

The ICS/IMPA pilot transfer arrangements guidance complies with the IMO convention on minimum safety standards in shipping (SOLAS), making it an essential reference tool for all vessel crews around the globe. Within the guide, seafarers and companies are reminded why it is vitally important to adhere to the rules and established procedures for safe boarding arrangements for pilots.

Released in early 2022, the pilot transfer arrangements update is a perfect accompaniment to the ICS Bridge Procedures Guide, Sixth Edition, which provides officers working with cutting-edge technology in the ship's nerve centre the latest best practice. For more information on both guides [click here](#)

BIFA CALLS FOR COMPETITION INVESTIGATION

The British International Freight Association (BIFA) has written to the UK government asking it to investigate the state of competition within the current deep sea container shipping market.

The UK's main trade association for freight forwarding and logistics companies says that its members are concerned that certain practices undertaken by the principal container shipping lines, as well as easements and exemptions provided to them under competition law, are distorting the operations of the free market to the detriment of international trade.

In a letter to Robert Courts, parliamentary under secretary of state at the Department for Transport, BIFA's director general Robert Keen expresses the trade association's concern that during a period of well-documented chaos within the sector, commercial power is becoming increasingly concentrated, resulting in diminished market choice and competition, and distorted market conditions.

Keen says: "BIFA members fully accept that a free market economy is open to all, but are increasingly concerned that the activities of the container shipping lines, and the exemptions from legislation from which they benefit, are distorting the operations of that market to the shipping lines' advantage, while adversely and unfairly affecting their customers, especially freight forwarders and SME businesses.

"The facts speak for themselves. During a period that has seen EU block exemption regulations carried forward into UK law, there has been huge market consolidation.

"Drewry recently issued a profit forecast of more than US\$150bn for 2021 for the main container shipping lines for which financial results are available.

"To put that into perspective, this is more than has been achieved in the previous 20 years combined and many BIFA members consider it to be a case of blatant profiteering."

BIFA is joining a growing number of organisations, including European Association for Forwarding, Transport, Logistics and Customs Services and International Federation of Freight Forwarders Associations, the US Federal Maritime Commission, and the Australian Productivity Commission, in calling for governments at a national and pan-national level to give careful consideration to the evolving business arrangements in the container shipping market to see whether they are in breach of competition law.

US CARGO STORAGE SEES THEFTS RISE

Third quarter 2021 cargo theft data in the US shows storage facilities targeted in 45% of reported cases, up from 20% of recorded cases in the same quarter in 2020, according to recent figures. There was a fall in hijacking and robbery of vehicles, from 67% to just 25% in 2021 coincidental with rise in theft of cargo units in unsecured storage areas. Congestion throughout the supply chain, particularly in and around ports, was a significant contributory factor to this diversification of theft types.

Freight insurance specialists, TT Club and the supply chain services and solutions team at BSI have highlighted the increased risk of theft from storage facilities seen over the past few months in the US. The changes in theft patterns highlight a trend away from "on the move" targets to those locations where cargo is temporarily stored and delivered. These locations include traditional warehouses and depots where containers and trailers are being held awaiting collection, many of which are temporary facilities in port areas without adequate security regimes.

The largest rise in the methods and locations for cargo theft was from facilities, with the total percentage increasing to 25% in the third quarter of 2021 in contrast with

just 7% in 2020. At the other extreme, theft of vehicles fell from a dominant 47% in 2020 to a surprisingly low 15%. In addition, hijackings halved from 20% to 10%.

TT Club's managing director of loss prevention Mike Yarwood says: "There is little doubt that the problems of supply chain disruption that are currently bedeviling the US freight transport system, particularly that of container congestion at ports and inland hubs, is creating increased opportunities for thieves. The static nature of cargo in these circumstances, often stored in temporary and less secure facilities, leads to criminal ingenuity in adapting the modus operandi of theft in a typically resourceful way."

TT is keen to use the data provided by BSI to identify sifts in cargo theft trends and bring them to the attention of operators in as timely a fashion as possible. Those concerned with risk management in the supply chain both in the US and throughout the world should be aware of such patterns and hopefully take measures to reduce losses, costs and insurance claims.

Yarwood explains: "Whatever the location and means of cargo theft such incidents can often be averted through straightforward due diligence, management processes and employee vetting and training." To this end, TT has a webpage dedicated to advice on improving supply chain security, that can be accessed [here](#).

EFFICIENT SHIP LOADING

A loading and unloading system in a port must be able to handle ships quickly – with minimal dust emissions and without the loss of bulk goods. BEUMER Group provides efficient systems for this purpose, which take into account both different ship sizes as well as the space available at the port. The modular design of the BEUMER Group systems makes it possible to deliver a precisely tailored solution for every requirement.

The right loading technology is crucial for efficient and safe delivery of products to the customers. BEUMER Group offers sophisticated solutions for loading and unloading trucks, railway wagons – and ships. The modular design of the BEUMER systems allows customised solutions for every application. The system provider offers ship loading technology, including quadrant type ship loaders, rail-mounted ship loaders with a luffing and swivelling boom, as well as simple stationary loading towers. All ship loader types can of course be equipped with telescopic chutes.

Coarse bulk materials, such as clinker or lumpy ores, are loaded into bulk carriers efficiently and dust-free with belt conveying systems and a vertical telescopic tube.

The loading of powdered goods is handled by fully enclosed loading machines. An emission-free operation is ensured at all times, helping protect the environment.

BEUMER Group has for example installed a ship loader at one of the largest manufacturing plants of urea in Malaysia. This ship loader receives bulk material from belt conveyors and loads ships with up to 1,000 tons of material per hour. The swivel-mounted ship loader runs on rails with a telescopic chute and a throw-off belt conveyor to ensure effective and flexible loading.



The ship loaders ensure fast and reliable loading of ships in the ports

A large, detailed photograph of a BEUMER ship loader structure. The structure is a complex, multi-level metal framework with various platforms, ladders, and railings. It is situated on a concrete pier or dock. The sky is a clear, bright blue. In the top left corner, the BEUMER GROUP logo is visible. In the bottom left corner, the text 'MADE DIFFERENT' is written. In the bottom right corner, the website 'beumer.com' is displayed. A large, semi-transparent text box on the right side of the image contains the text: 'SOME THINK SHIP LOADING CANNOT BE CUSTOMISED. WE THINK DIFFERENT.'

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