

## SEAFARER REPORT HIGHLIGHTS OFFICER SHORTAGE

The new *Seafarer Workforce Report* from BIMCO and the International Chamber of Shipping warns that the industry must significantly increase training and recruitment levels if it is to avoid a serious shortage of officers by 2026.

Given the growing demand for Standards of Training, Certification and Watchkeeping (STCW)-certified officers, the report predicts that there will be a need for an additional 89,510 officers by 2026 to operate the world merchant fleet. The report estimates that 1.89 million seafarers currently serve the world merchant fleet, operating more than 74,000 vessels around the globe.

The new report also highlights a current shortfall of 26,240 STCW-certified officers, indicating that demand for seafarers in 2021 has outpaced supply. Although there has been a 10.8% increase in the supply of officers since 2015, this shortfall could be due to a reported increase in officers needed on board vessels, with an average of 1.4 officers required per berth.

In addition, some officer categories are in especially short supply. There is a shortage of officers with technical experience especially at management level, and in the tanker and offshore sectors there is a reported shortage of management level deck officers.

Guy Platten, secretary general of the International Chamber of Shipping says: "The Seafarer Workforce Report warns of a shortfall in officers by 2026. To meet the future demand for seafarers, it is vital that the industry actively promotes careers at sea and enhances maritime education and training worldwide, with a focus on the diverse skills needed for a greener and more digitally connected industry.

"This is especially important as we recover from the effects of the pandemic and we will need to address the real concern that we could see seafarers turning away from careers in shipping. We must analyse and respond to trends in seafarer retention and continue regular monitoring of the global seafarer workforce to ensure that the supply of STCW-certified seafarers continues to keep pace with demand."

BIMCO secretary general David Loosley says: "The Seafarer Workforce Report is not only a useful tool, but also a necessary one when it comes to planning for the future and assuring that the backbone of world trade is sufficient in numbers and skills. The insight and data contributions from shipping companies, national maritime administrations and maritime education and training institutions to the new report is invaluable in gaining a picture of what our industry must prepare for in the future of seafarer recruitment and retention."

For more information visit [ics-shipping.org](https://www.ics-shipping.org)

## COP26 TACKLES MARITIME DECARBONISATION

**A cross-industry event to be held during the UN Climate Change Conference, COP26, will bring together leaders in shipping, energy, politics and finance to discuss maritime decarbonisation efforts.**

Held in Glasgow on 6 November, as part of COP26, 'Shaping the Future of Shipping' will assemble industry heavyweights and external experts to tackle the challenges which face shipping's vital route to decarbonisation.

The ministerial level, day-long, event will feature some of the world's leading figures on decarbonisation from across the globe to address key strategic issues decarbonisation in shipping.

The event is taking place at the University of Strathclyde's Technology & Innovation Centre, home to the UK's Maritime Safety Research Centre and a world-leading centre of marine technology research.

Emanuele Grimaldi, managing director of Grimaldi Euromed, says: "A holistic approach is essential for the decarbonisation of the shipping industry. Only with international, cross-sectoral collaboration can we deliver an equitable carbon transition for shipping.

"We have heard the calls from environmentalists and the public that we need action rather than words. This meeting can catalyse a transformation agenda by reaching beyond just the industry itself to engage key players in the global supply chain."

Esben Poulsson, chairman of the International Chamber of Shipping adds: "This meeting must be about the reality of change and the difficult decisions that need to be taken at COP26. We must reduce political risk so the shipping industry and the maritime supply chain can increase the speed and scale of transformation."

For further information  
about ABTO

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## KENYA OPENS NEW PORT

**Kenyan President Uhuru Kenyatta attended the opening of the country's new port at Lamu.**

The Chinese-built \$3bn port will serve Ethiopia, South Sudan and other landlocked nations and compete for business with ports elsewhere in the region.

Kenyatta called construction of the port "a momentous feat" and said it "marks an important milestone towards the realisation of a key objective of Vision 2030 – to transform regional economies through increased trade and integration and interconnectivity."

Kenya's Vision 2030 plan aims to transform the country into an industrial and middle-income economy. The country already has a major port in Mombasa, in the south.

## ABP GIVES BOOST TO HUMBER

Associated British Ports (ABP) is investing £8m to build a bespoke warehouse for Frontier Agriculture in the latest in a series of recent major investments by ABP in the Humber.

Crop production and grain marketing business Frontier Agriculture aims to increase its port-based storage facilities located at the Port of Hull. The Humber Ports already play a major role in supporting the agricultural sector across the North and the Midlands.

As part of a new 12-year deal, ABP has commissioned a new 6,455m<sup>2</sup> internal warehouse to accommodate Frontier's growing business.

The warehouse will have a 40,386 tonne capacity, with an eight-bay configuration and will be used to store agricultural products – primarily grains – used in the manufacture of food.

For many years, Frontier has been exporting and importing wheat, barley, beans, rice and maize via the Port of Hull's dry bulks terminal, supported by ABP's stevedore service. This new investment will help to grow those operations and will boost the local economy.

Simon Bird, Director at ABP Humber, says: "ABP has a longstanding relationship with Frontier Agriculture, which has been utilising the Humber ports for many years and it is great to be able to support their expansion.

"This latest investment by ABP follows a number of others in the Humber in recent months in support of a range of sectors. Such investments are building confidence, and customers from across all sectors of the economy see the Humber Ports as a key link in their supply chain."

Simon Christensen, Frontier Agriculture grain director, says: "Our relationship with the Port of Hull enables us to access export markets for UK farmers' surplus grains when market opportunities arise, and to import specialist grains that cannot easily be grown in the UK, for example, high quality milling wheats. The port has good transportation links which speed the movement of local farmers' grain to export markets. Meanwhile, cargo arriving at the port can be moved to millers and food manufacturers efficiently."

See [abports.co.uk](http://abports.co.uk)

## AIS CLAUSE AIMS TO CUT SANCTION BUSTING

**BIMCO has published a new charterparty clause to help tackle potential abuse by sanctions busters of the Automatic Identification System (AIS), which is mandatory for all ships to use under regulations for the Safety of Life at Sea (SOLAS).**

One way of avoiding sanctions prohibiting trade with certain countries is for a ship to switch off its AIS to reduce the likelihood of its location becoming known; AIS transmits information about a ship including its identity and position. SOLAS requires AIS to not be switched off or disabled at any time other than for very specific safety and security reasons permitted by the regulations, such as avoiding detection by pirates in high-risk areas.

BIMCO's concern is that some charterers may, in their haste to be sanctions-compliant, develop their own AIS "switch off" clauses that might expose owners to the risk of being terminated even when the AIS has been switched off for legitimate reasons, or the signal has failed to transmit or be received for reasons outside an owner's control.

The new BIMCO clause addresses not only the use of the AIS during the charter party, but also prior to the contract. The clause recognises that there may be legitimate reasons for the interruption of a ship's AIS signal, so for a charterer to terminate the charter party for a breach of the SOLAS guidelines on use of AIS by an owner, the charterer will have to prove that there was intent by the owner to hide the signal.

The BIMCO AIS "Switch Off" Clause for Charter Parties is available for download and includes explanatory notes.

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- » PROFESSOR MIKE BRADLEY, Director, The Wolfson Centre for Bulk Solids Handling Technology
- » BASIL M. KARATZAS, CEO, Karatzas Marine Advisors & Co
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## BAHAMAS PILOT TRANSFER CAMPAIGN

**The Bahamas Maritime Authority is the first registry to put in place a Concentrated Inspection Campaign (CIC) for pilot transfer arrangements. It will continue to run until the end of 2021.**

The BMA has shared the results of the International Maritime Pilots' Association Safety Campaign with its fleet since 2015. Noting a consistent level of non-compliant pilot boarding arrangements across the industry and the related tragic deaths, the BMA has implemented a range of steps to improve safety. In January, Safety Alert 2021-01 was expanded to highlight common defects and why they are non-compliant, as well as to share the IMPA survey results.

Subsequently, the authority published an Information Notice in March 2021 to make vessels under the Bahamian Flag aware of the Safety of Life at Sea requirements with regards to equipment and arrangements for pilot transfer. This included the pilot ladder construction and maintenance requirements under the ISO 799-1:2019 standard. To further emphasise the importance of the issue, the BMA produced a training presentation for its authorised flag inspectors worldwide to ensure that they were specifically aware of these requirements and regulations.

To underpin the new initiatives, the BMA has decided to undertake a CIC to run for the second half of 2021. The related Technical Alert raises the root causes of many of these cases, namely: use of non-compliant pilot and combination ladders; unauthorised modifications to deck access; defective winches and reels; and incorrect ladder securing. Not only will inspectors be asked to complete a checklist as to the compliance of equipment, they will also require evidence that the ship has conducted at least one training session to increase crew awareness of correct procedures. To aid inspectors, the checklist includes photographs demonstrating examples of both good and unacceptable practice.

## BIFA CALLS FOR EU BUSINESS PREPARATION

The British International Freight Association (BIFA) is urging businesses engaged in visible trade between the UK and EU, and the freight and logistics companies that serve them, to make sure that they are fully prepared for rule changes that will take effect in the next few months.

While BIFA director general Robert Keen noted speculation in the media that the delayed customs declarations timetable has simply delayed a potential crisis, he is confident that most BIFA members have now had the opportunity to prepare for completing new customs processes for imports from the continent.

However, he also noted that any importers that are new to the customs environment should beware of the implications of failing to make the declarations that will become necessary.

"That's why we are encouraging them to consider appointing a freight forwarder, if they haven't already done so, to deal with their customs documentation, while they concentrate on their core business, which has been hard hit by both Brexit and covid-19," he says.

"Feedback from our members suggests that one lesson learned from the changes implemented at the start of

January this year is that the practical application of the changes has often been as challenging or, in certain cases, more challenging than anticipated."

While the government has provided advice and guidance on some of the changes, BIFA says that significant gaps in information remain, which need to be filled to allow businesses to make certain key operational decisions.

Keen continues: "Despite constant pressure, we are still lacking full clarity as to which ports will be operating a pre-lodgement, as opposed to a temporary storage, model for processing cargo, for example."

From 1 October 2021, there will be additional documentary checks on products of animal origin and high risk foods not of animal origin, whereby traders will be required to declare all Sanitary and Phytosanitary consignments on the Import of Products, Animals, Food and feed System. The original documents will need to be submitted and these will be audited post clearance.

The third stage of full border controls will be implemented on 1 January 2022 and BIFA says that from a customs perspective, the most important changes will be the ending of the Delayed Declaration Scheme at that time.

## CPS GUIDANCE

**The Crown Prosecution Service (CPS) has published guidance for the handling of illegal entry to the UK via small boats and lorries: Organised Facilitation – Vehicles and Boats- 08 July 2021 Legal Guidance, International and Organised Crime.**

The approach was agreed following close consultation between the CPS, Home Office (Immigration Enforcement and Border Force), the National Crime Agency and policing.

To read the new guidance from the Crown Prosecution Service, [click here](#).

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## NEWCASTLE INVESTS IN LIEBHERR CRANES

**The Australian port of Newcastle has made a \$28.4m investment in two Liebherr LHM 550 mobile harbour cranes and associated infrastructure at the port's Mayfield 4 berth.**

Executive manager for trade and business development Paul Brown says the mobile harbour cranes will increase efficiency at the port and provide an enhanced alternative for customers currently moving both oversized equipment and containerised cargoes through the East Coast's capital city ports.

"Our team looks forward to working with customers and new trades alike to identify how the mobile harbour cranes service can benefit their supply chain, improve efficiency and further support their ability to successfully compete in international markets," Brown says.

The two new Liebherr LHM 550 cranes will feature the latest lift assistance systems, provided to ensure improved material handling, precise control over load movement and safer lifts.

The cranes are capable of handling a diverse mix of project cargo, including wind turbines, mining equipment, timber, steel coils and transformers. The cranes will also have the capability to work in tandem for heavy lifts and lift two 20ft or one 40ft containers in a single move.

Port of Newcastle chief executive Craig Carmody says the investment in mobile harbour cranes was part of the Port's long-term diversification plans to better meet the demands of customers.

Port of Newcastle's cranes are expected to arrive in mid-2022.

## NEW GUIDANCE WARNS OF DISTRACTIONS

**Distractions are recognised as one of the biggest causes of human error resulting in incidents, accidents or near misses at sea.**

Ocean Technologies Group (OTG) has created a new title giving seafarers advice on how to avoid the multitude of potential distractions that can lead to a loss of concentration and situational awareness.

The increased use of electronic devices onboard, either personal or work related, a lack of procedures, seafarer stress and equipment alarm fatigue are just some of the multiple factors that can contribute to crew not paying adequate attention to operational tasks.

In fact, the problem is so widespread that the US National Transportation Safety Board has included "Distraction" as number one in its tally of the "10 Most Wanted List of Transportation Safety Improvements 2019-2020".

The UK Maritime and Coastguard Agency has also published in its human element guidance a notice to all shipowners, managers and masters warning them about the fatal dangers of seafarers using mobile phones and other personal devices when working.

The guidance indicates that "someone using a mobile device

may miss up to 50% of other information that is in plain sight and might be critical".

It is against this backdrop that OTG has developed its e-learning title to help seafarers understand exactly what distraction is, recognise the link between distraction and a reduction in situational awareness, identify the common sources of distraction and learn how it can be effectively managed.

Raal Harris, group creative director, says: "It's long been accepted that we all have a finite ability to concentrate on our surroundings and that multi-tasking can impair our situational awareness, reaction times and perception of risk. Digitisation brings many benefits, but it also gives our seafarers more and more channels of information to process. We also have our crews operating with an increased amount of personal stress and fatigue due to the ongoing pandemic. So, it is more important than ever that we are able to equip mariners to recognise the impact distraction can have on their situational awareness and performance. And, of course, some tips they can use to mitigate it."

Further information on the comprehensive range of e-learning courses provided by OTG can be found on its website [oceantg.com](https://www.oceantg.com)

## CHINESE CARGO ON THE UP

**There was increased capacity in Chinese ports during the first half of 2021, according to recent comments by the Ministry of Transportation (MOT).**

MOT said in a recent press conference that China's cargo handling capacity in the first half of 2021 was up 13.2% year on year.

Quarantine procedures targeting ports were also strictly implemented, the ministry said. MOT also announced at the conference that the current vaccination rate of frontline staff across China's ports has surpassed 97%. Staff yet to receive a covid-19 vaccination are now allowed to work in ports, according to a quarantine regulation issued on June 15.



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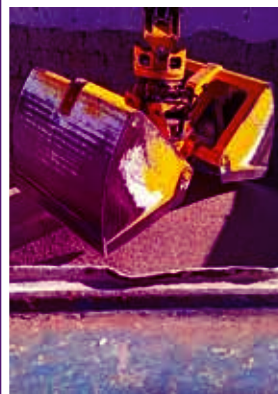
- Nature of the problem
- The Hall of Shame – examples of projects that have gone off the rails to greater or lesser degree
- Quantifying how high the risk is – a review of the Rand Report findings
- Understanding why technical risk is so high with bulk solids handling projects
- Know your enemy – materials 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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*Whenever technically possible, the routing of the conveyor has been adapted to the topography.  
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- » Engineering of equipment for storage and discharge
- » Ship unloading
- » Biomass potential and possible future trends

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