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# abto NEWS

ASSOCIATION OF BULK  
TERMINAL OPERATORS

Issue 40 | February 2023

## GLOBAL ISSUES CAUSE CHAOTIC YEAR

2022 was one of the most tumultuous years on record given the global issues that have been affecting the markets and commodities trading, according to Stanko Jekov, managing partner of Simpson Spence Young (SSY).

He says in the introduction to the shipbroking firm's 2023 outlook analysis: "The fallout from the ongoing conflict in Ukraine has resulted in serious repercussions throughout 2022 and will undoubtedly continue to have a major effect well into 2023. While covid-19 looks to be behind us on paper, its lingering effects are still being felt and continue to affect global supply chains. As a consequence, we've experienced a general slow-down in economic growth and an increased tightening on monetary policy with interest rates increasing in response to rising inflation. Added to this, the decarbonisation of shipping markets continues to be an important challenge and one that we must collectively tackle head on."

Alastair Stevenson, head of SSY Digital Analytics, also says in the report that after the ups and downs of dry bulk fortunes since 2020 "charter rates had retreated to levels more resembling the pre-pandemic world by the end of 2022. Of course, this is not to claim that the freight market environment has largely reverted to its pre-pandemic state. On the contrary, the powerhouse of dry bulk import demand, China, spent 2022 still beset by covid restrictions which, alongside real-estate weakness, have hampered its recovery."

SSY estimates that this year's annual drop in China's dry bulk imports may be confirmed at the best part of 100Mt. Compounding this clear trade negative is the removal of some of the fleet inefficiencies that had supported market balances in 2021, Stevenson says. "These include the reduction of quarantine requirements, plus lower levels of port congestion in China, which may derive from fewer weather-related disruptions, as well as from less pressure from inbound arrivals after queues build. Then there is the particular set of consequences from the conflict in Ukraine, on the other hand, as high

*Continued...*

## TRANSNET SEEKS INVESTORS FOR RAIL EXPANSION

South African transport company Transnet SOC is calling on the market to invest in and expand Transnet Freight Rail's (TFR) freight containerised business, which is the backbone of the manufacturing sector in South Africa.

Transnet will issue a Request for Qualifications (RFQ) to the market to identify parties interested in entering into an operating lease with TFR for the operation and maintenance of the Container Corridor (the line between Johannesburg and Durban) for a period of 20 years.

The Container Corridor rail mainline is a fully electrified double-tracked rail line running from Booth in KwaZulu-Natal to Union in Gauteng. While the mainline is 670km in route length, the double line and various major marshalling yards and enabling rail lines takes the total track length of the Container Corridor to 1,621km.

The operating lease will provide for the required investment in the rehabilitation, upgrade and maintenance of the rail network and rolling stock assets, as well as the operations of the Container Corridor, which includes the Bayhead Back of Port Terminal and defined Inland Terminals of City Deep, Kascon and Bayhead.

The involvement of the private sector is intended to result in a significant shift of containers from road to rail and increased operational reliability and efficiency.

For further information about ABTO

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energy prices have flowed through the global economy and stalled the covid recovery.

“The onset of recessionary conditions and weaker economic growth subdued dry cargo demand in the second half of 2022. With the notable exception of the world’s second-largest producer, India, which managed to generate annual growth, weak steel production figures add to the sense of an intensifying cyclical downturn. At the same time, Colombian and South African coal exports were

increasingly directed towards Europe. Indeed, the structure of dry bulk demand has been altered as pressure on gas supply in Europe will keep coal in the energy mix for longer than previously anticipated.”

Other issues that need to be taken into consideration include gas shortages, surging energy prices and a downturn in cargo demand. Export taxes on iron ore and steel from India have been added to the mix last year. The 2023 outlook report can be viewed [here](#)

## MOXIE AND SEABLY COLLABORATE ON COURSES

**Seably and Moxie Media have announced plans to bring Moxie’s comprehensive range of maritime industry courses into the Seably SaaS platform.**

All Moxie courses, including 150 maritime courses and 50 designed specifically for the oil and gas sector, will be available to Seably learners as part of their subscription package.

These courses are designed to help employees in the maritime and offshore oil industries to master the latest workplace safety standards, regulations, wellness lifestyle practices, maintenance procedures, tools, and management techniques to stay safe while on the job and provide employee competency. The courses are often filmed onboard working vessels and offshore installations to feature the locations, job roles and equipment that employees will already be familiar with, to aid retention and fulfil learning objectives specific to their roles,

Martin Glenday, president and executive producer Moxie Media, says: “Our courses are created by collaborating with many of the leading safety, health and environmental leaders in the maritime and oil and gas industry, to ensure they are of the highest quality, relative, effective, engaging and proactively motivating today’s workforce to excel in their careers. We are excited to collaborate with Seably and bring our courses to their platform so that many more professionals worldwide can benefit from our industry-specific training.”

## RECYCLED STEEL VALUES REDUCE INVESTOR RISK

[Investors in middle-aged dry bulk tonnage may be cheered by the impact of sustained higher recycled steel values, according to research commissioned by the Baltic Exchange.](#)

Analysis of the dry bulk carrier values undertaken by consultancy Zuoz Industrial looks at the potential impact of longer-term higher ship recycling values on five-year-old tonnage. With recycled steel an increasingly popular choice, thanks to its lower carbon footprint when compared with virgin steel, the paper discusses whether higher steel recycle values are a longer-term trend.

Although down 20% since its April 2022 high, the price of lightweight steel is \$520/ldt and more than double the historic average since 2009.

“Should the current multi-year higher cycle value turn out to be a fundamental risk trend supported by some of the evolving demand factors, the fundamental risk of investing in middle aged dry bulk tonnage, particularly in softer freight markets, will have decreased,” says report author Urs Dür.

The Baltic Exchange publishes a set of investor indices for the major dry bulk sectors, which includes the Baltic

Residual Risk Index, a ratio of the residual value of the vessel against its recycling value, and the Baltic Residual Value Index, which calculates the value by taking the written down cost of a five-year-old vessel by fixing the earnings on the basis of a five-year timecharter and adding back the operating costs.

The Baltic Exchange Investor Indices are an easy-to-use online analytical dashboard displaying data relevant to vessel investment decisions, residual value, health of earnings, spot and five-year timecharter earnings, purchase and recycling values, and running costs.

They offer a high level of clarity and transparency for investors in capesize, panamax, supramax and handysize vessel types. Tanker and gas carrier assets will also be added to the service at a later date.

Subscribers to the Baltic Exchange Investor Indices are offered a wealth of earnings index that compares spot income with daily running costs; a residual value index that provides an implied write-down value of the vessel over five years; and an implied residual risk assessment that gives the recycling steel value of the vessel as a ratio of its residual value.

Click [here](#) to download a full copy of the report.

# NORTHSTANDARD – THE NEW NAME FOR NORTH AND STANDARD CLUB

## Introducing NorthStandard

On 20 February 2023, The North of England Protecting and Indemnity Association Limited (North) and The Standard Club will merge to form NorthStandard, a new single legal group with oversight of the marine insurance activities of both organisations.

The merger will make it possible for all the companies within the NorthStandard group to provide even more benefits for members through increased scale, enhanced financial security, and service expansion.

## What's changing

As part of creating this new entity, North will become the group's parent company and change its registered corporate name to NorthStandard Limited. There will be no change to the underlying insurance business.

Apart from North, all other businesses within the NorthStandard group will continue to use their existing names and provide their current services. In short: in England, The North of England Protecting and Indemnity Association Limited will be renamed NorthStandard Limited but the company registered as North of England P&I in Ireland will not change its name; meanwhile The Standard Club UK Ltd, The Standard Club Asia Ltd and The Standard Club Ireland will not change their names.

## Uninterrupted cover

The merger of North and The Standard Club will have no impact on any cover already in place.

All existing insurances, certificates, blue cards, guarantees, undertakings, powers of attorney and other insurance or legal documentation bound or issued by insurance under-

writing entities in either North or The Standard Club prior to 20th February 2023 will continue uninterrupted in accordance with their terms.

For the avoidance of doubt, the change of name of The North of England Protecting and Indemnity Association Limited will not affect the validity or enforceability of documents issued under that name.

## Continuity of contact

From 20 February next year onwards, NorthStandard will continue to provide timely guidance, continuous support and efficient claims handling.

Over the coming months we will keep our members and other market stakeholders updated on the progress around the merger. In the meantime, where documentation includes contact information for North, The Standard Club, or correspondents or agents authorized by either organization, relevant parties should continue to contact them in the usual ways. Any documentation issued after the merger date will include a relevant NorthStandard contact.

The merger of North P&I Club and The Standard Club is expected to yield significant benefits for members through scale, enhanced financial security, strategic investment and service expansion. For more information on NorthStandard, please visit

[nepia.com/topics/north-and-the-standard-club/](https://nepia.com/topics/north-and-the-standard-club/)

For more information on our contacts: please visit:

[nepia.com/about-us/our-people/](https://nepia.com/about-us/our-people/)

For inquiries relating to planned changes to the wording in certification, please get in touch with your usual contact, or email [namechange@nepia.com](mailto:namechange@nepia.com).



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## ONLINE EXHIBITION EXAMINES FIRE INSURANCE HISTORY

*Fuelled by Coffee* is the second in a series of online galleries from the Fire! Risk and Revelations exhibition by the Insurance Museum, London.

The first gallery, *Rising from the Ashes*, told the story of the birth of fire insurance back in 1667, following the historic Great Fire of London – an event that was instrumental in highlighting the need for fire insurance.

*Fuelled by Coffee*, which is now live, will focus on the newly formed insurance companies that proliferated in the early 18th century and was inspired by how important English coffee houses were to network, debate and conduct business, including London's renowned Lloyd's Coffee House.

It will feature video interviews with industry experts, interesting facts and focus on fascinating objects from

archives and museums, to illustrate how fire insurance developed over the years.

Reg Brown, chairman of the Insurance Museum, says: "Fire insurance has a fascinating history and I'm delighted we've been able to bring this story to life through extensive research and strong collaborations with experts in their field. I hope the online galleries produced by the Insurance Museum will serve as an inspiring platform and open the world of insurance to many new audiences."

Through further support and funding from the industry, the plan is to produce further exhibitions, a pop-up museum with educational facilities and ultimately, a permanent museum to be based in EC3, in the heart of the City of London.

The 'Fuelled By Coffee' gallery can be viewed [here](#)

### TESTING TIMES

**Lloyd's Register's new report, 'Testing Times – The vital role of ship fuel oil assessment and quantity verification in an uncertain era', estimates that more than one million metric tons of off-specification or non-compliant fuels are detected each year, costing ship operators between \$27,000-\$50,000 per incident.**

Published in collaboration with marine innovation consultancy Thetius, the report highlights why the introduction of biofuel oils, growing prevalence of bunker licensing schemes along with upcoming changes to ISO standards for marine grade fuels, make it more vital than ever for ship operators to receive the correct advice and oversight on bunker procurement and refuelling operations.

Download the report [here](#) to explore the market, technology, and regulatory trends of fuel oil bunkering as the industry navigates its way through the decarbonisation and digitalisation challenges of the 21st century.

## CALLS FOR PARTICIPANTS IN SINGAPORE STRAITS SURVEY

The Nautical Institute has launched a navigational survey into shipping traffic in the Straits of Malacca and Singapore. As one of the most important strategic maritime passages in the world, linking the Indian and Pacific Oceans, the Straits of Malacca and Singapore are already carrying more than 100,000 vessel movements per year. That number is certain to increase in the future with the rapid economic growth in Asia and the development of ports along the Straits. The Nautical Institute (NI) survey will gather data that can be used to improve safety for ships and mariners operating in the region.

Launched by The NI's Singapore Branch, the survey sets out to identify the heavy demands facing ships' crew as they negotiate the busy Straits, with particular emphasis on entering and leaving the port of Singapore. The survey also invites respondents to share their views on how the situation could be improved.

Capt Yves Vandeborn, honorary president of the Singapore Branch of The Nautical Institute, says: "The NI is constantly striving to improve safety for shipping around the world, particularly in regions where the challenges are greatest. There has already been a marked increase in shipping movements in the STRAITREP Sector 7 and it is anticipated that this will increase in coming years. Furthermore, the vessels transiting the Straits are becoming larger and faster adding to the challenges faced by crew.

"We are seeking feedback from the shipping community in order to enhance navigational safety in this region, which supports the bulk of maritime trade between Europe and Pacific Asia."

The Nautical Institute would like to hear from navigating officers with actual and recent experience navigating in the Straits of Malacca and Singapore. The survey is online and only takes approximately 10 minutes to complete. The survey can be completed by clicking [here](#)

## KR TRAINS OLTREMARE IN CYBER SECURITY

Korean Register (KR) has launched maritime cyber security officer e-learning training, in conjunction with maritime technology company SIRM Italia. The training will be delivered to Oltremare, a company in Assarmatori National Shipping Association that provides training to its members.

The new course covers administrative security and cyber risk assessment, as well as understanding and practice of maritime cyber security. The course is designed for ship officers who are required to undertake cyber security related audits and surveys.

Lee Hyungchul, KR chairman, says: "With so many computer-based systems onboard, ships are vulnerable to cyber risk. Therefore, comprehensive cyber security preparedness is now essential for any maritime industry. This e-learning training allows superintendents and crews at all levels to continue their training, to understand and take actions to manage cyber security risk. We will provide quality training to European customers, starting with providing this cyber security e-learning training to Oltremare."

Claudio Aleandri, CEO of SIRM Italia, says: "With rapid advancement in technology, shifting cyber threat landscape

and increased digitalisation, organisations are exposed to greater cybersecurity risks that may potentially have an adverse impact to their business objectives. It is imperative to prioritise and plan defenses to avert those risks effectively. Organisations should be able to identify 'what could go wrong' and determine the levels of cybersecurity risk that they are exposed to, developing adequate assessment and adapting ICT infrastructure. Improving an internal cyber risk awareness culture, through dedicated training, is the strategic approach to protect the organisations and facilitate their governance."

KR has long-established expertise in this area and developed its cyber security technical and certification services in line with international security standards, including ISO 27001, IEC 62443, the NIST Cybersecurity Framework, International Maritime Organization and BIMCO cyber security guidelines.

Also, KR has provided cyber security technical and certification services for companies and ships since 2018, and cyber security type approval services for equipment or system installed on ships in compliance with IEC 62443 4-2 and IEC 61162-460 standards since 2019.

The online training course can be found [here](#)

## BIO-UV ENHANCES BALLAST WATER SECURITY

**French UV-based water treatment specialist Bio-UV Group has developed state-of-the-art cyber security software for its Bio-Sea ballast water treatment system ahead of two IACS Unified Requirements (URs) set to enter into force next year.**

Like any networked system or control software onboard ship, the ballasting process, including the treatment system, can be susceptible to a cyber attack, with hackers looking for an entry point to a vessel's operational technology (OT) systems.

Concern is such that the International Association of Classification Societies (IACS) adopted in 2021 two new URs to increase the cyber resilience of ships. UR E26 and UR E27 will be applied to new ships contracted for construction on and after 1 January 2024.

The requirements are twofold: to ensure the secure integration of equipment into the vessel's network throughout its operational lifespan; and to make the interface between users and computer-based systems/equipment more resilient.

"This could be a problem for legacy systems," says Charlène Ceresola, project manager, BIO-UV Group. "It's not the case with a Bio-Sea unit, but older ballast water treatment systems can be susceptible to a cyber-attack. If the ballasting system is hacked and pumps operated remotely, ship stability is at risk; a ship could sink, and lives lost. It's much more than simply an environmental threat."

Ceresola says: "We are following these guidelines and have developed greater cyber secure functions to our software ahead of the requirement. In an increasingly connected and digitised world, every component onboard ship has to be cyber secure."

BIO-UV Group completed testing of the new cyber secure function in 2022, with full type approval expected later this year.

"Software development forms a key part of our commitment to going beyond compliance," says Bio-UV Group's Maritime Division, Bio-Sea business director, Maxime Dedeurwaerder.

"In terms of development, what is changing for the industry now is the need for more advanced solutions for remote maintenance; solutions for integrating BWTS with different cabling configurations; and solutions for different water conditions and UV dosage rates. The refinements we are making are not part of the Convention, but will help operators better manage the ballasting process."

## ACTION UNDERWAY TO IMPROVE SEAFARERS' WELLBEING

The pandemic challenged many aspects of wellbeing and marked a new era around a person's physical, mental, and social health factors. The shipping industry had already put mental health under the microscope even before covid-19, considering that seafarer's work is highly demanding.

However, the industry now knows that a holistic approach to wellbeing is needed, focusing not only on seafarers' mental health, but also seafarers' physical health and social life onboard as well as seafarers' happiness.

There are many factors that can improve the quality of life onboard and ensure a happier crew. With that in mind, the SEAFIT Crew Survey (including wellness and wellbeing elements) is an industry initiative to identify trends, provide feedback to all industry stakeholders and provide a roadmap for embracing a new well-being mindset on an organisational and industry level.

The survey is scheduled to run within Q1 & Q2 of 2023, with preliminary results being released on an ongoing basis and final reports later within the year. It will be the company's third survey on crew welfare, following similar initiatives conducted during 2021 and 2019.

The survey has a participation aim of 5,000 ships and 100,000 seafarers and intends to provide a full picture with structured feedback of seafarers' physical, mental and social well-being.

Have your say and participate in the [survey](#) to give rise to a new wellbeing mind set.

## FREIGHT CRIME COMES UNDER GOVERNMENT MICROSCOPE

The National Vehicle Crime Intelligence Service (NaVCIS) is a police unit with a freight team that collates, analyses and disseminates road freight crime information across England and Wales. The unit has been recently tasked by the UK Home Office with delivering a 'problem profile' on freight crime. TT Club is supporting NaVCIS Freight and its report with the aim of obtaining increased public funding to address the situation.

The ten-thousand-word report, *Profile of HGV, Freight & Cargo crime across England & Wales 2022*, covers a range of aspects, from types of crime to varied methodologies, and from locational analysis to direct and indirect costs to cargo owners and the economy overall. It also has a number of recommendations on how such crimes can be combatted.

The report and other NaVCIS Freight analysis estimated that the value of losses across England and Wales in 2022 amounted to £66.6m. There were 4,995 HGV and cargo crime notifications received last year (with data on reports still coming in) and NaVCIS Freight participated in 284 arrests, supporting a further 43 crime operations involving this type of crime. The unit's work has in part been responsible for the reduction in the indirect cost to the national economy from an estimated £700 million in 2019 to £428 million in 2021.

"This is still an alarmingly high level of loss despite the excellent work of the NaVCIS unit," says Mike Yarwood, managing director, loss prevention at freight transport insurance specialist TT Club. "Recognition by the UK government of the need for action to combat such crime is welcome and we are hopeful that the NaVCIS Freight Crime problem profile will instil some urgency into such action and elicit financial support. In the meantime, the unit relies entirely on funding from industry including the insurance community. TT urges entities that don't yet support NaVCIS Freight to proffer their support, as we do ourselves."

### Key conclusions outlined in the Freight Crime report are:

- Freight crime is committed by Organised Crime Groups (OCGs), prepared to travel hundreds of miles; highly skilled, determined and mobile criminals, aware of police tactics.
- This is a low-risk and high-reward crime, regrettably low on police priorities due to available resources.
- Supply sector under intense pressure from effects of crime, which causes disruption and delay, impacting the viability of companies, retention of staff, and investment in the UK.
- Lack of a central crime category or tag means crime largely hidden, lenient criminal justice outcomes following prosecutions and low priority for action by government.
- Lack of investment in infrastructure, particularly in improvement of parking security standards, to be sufficient to deter criminals.
- Direct public health risk may arise from stolen medicines and food stuffs.

"Our report contains wide-ranging recommendations in order to rectify, or at least reduce the effects of what we believe is a damaging situation at all levels - to individuals, consumers, retail and manufacturing sectors, logistics and transport companies, insurers and the national economy as a whole. We have put forward this advice to government by way of this report," says DCI Brett Mallon, head of unit at NaVCIS.

"Investment in and legislation surrounding secure parking is not the least of these. There are law enforcement and policing reforms regarding freight crime that are also urgently required and, of course through the recognition of the seriousness of the issue, a significant increase in resources as well."

# PORT AND TERMINAL OPERATIONS FOR BULK CARGOES – Short Course

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**Course Leader:** Mike Bradley, Professor of Bulk and Particulate Technologies and Director of The Wolfson Centre, University of Greenwich

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## RELIABLE TRANSPORT IN A U-SHAPE

Beumer's U-shape conveyor allows the implementation of narrower curve radii than a troughed belt conveyor and higher mass flows than a pipe conveyor. At the same time and contrary to the troughed belt conveyor, it protects the material conveyed from environmental stress and the environment from material loss and emissions. Thus this u-shaped conveying solution has proved to be ideal for the cement and mining industry, as well as in port terminals if high capacity is required with little space available.

The closed pipe conveyors are suitable to protect fine material such as ash and ore concentrates or even household waste from external influences. The higher the requested conveying capacity has to be, the larger the whole system has to be dimensioned. The diameter directly affects the width of the conveyor and the minimum curve radius. So what happens if the space available is restricted? "We offer our U-shape conveyors in different versions. This depends on the respective application," says Karl Filarowski, sales director, Beumer Group Austria. The P-U-shape conveyor offers the functionalities of a pipe conveyor, but is also able to transport coarse materials. In this version the upper strand is formed to a U, while the return strand keeps its tubular shape. "This saves space and prevents loss of material," explains Filarowski.

This solution permits the owner to benefit from a significantly higher transport capacity with the same belt width, compared with the pipe conveyor. Filarowski mentions an example: the pipe conveyor is a volumetric system. If we consider the starting basis of a tube diameter of 150 and a belt width of 600mm, the conveying capacity amounts to 100 cubic metres per hour. The P-U-shape conveyor achieves a capacity of 170 cubic metres with the same size. "Thus we can offer the customer approximately 70% higher conveying capacity."

### Comparing the U-shape conveyor

The T-U-shape conveyor, on the contrary, is suitable in case the owner relies on the advantages of a troughed belt conveyor, but has to consider the specific topographic conditions. This happens if, for example, narrower curve radii are required or if there are line sections, which require a thinner construction. This way it is possible to install a troughed belt conveyor for the routing outside the tunnel, and in the tunnel itself the design of the conveyor changes to a T-U-shape conveyor.

"Compared with a troughed belt conveyor with a capacity of 500 tons per hour and a belt width of 650mm, it is possible to achieve the same capacity with a T-U-shape conveyor saving 150mm of space," says Filarowski. "The bigger the troughed belt conveyor, the bigger the related space saving."

For more information, visit [beumer.com](http://beumer.com)



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## **Bulk Materials Characterisation: online courses**

- Undesired Deblending and Separation in Processes and Equipment – February
- Caking and Lump Formation of Powders and Bulk Materials – May
- Dust Control for Processes – June
- Electrostatics in Powder Handling – December

## **Storage and Handling of Bulk Materials:**

- Port and Terminal Operations for Bulk Cargoes – March
- Biomass Operations and Handling Technology – April
- Storage and Discharge of Powders and Bulk Materials – April
- Overview of Particulate Handling Technology – October

## **Pneumatic Conveying: on campus**

- Pneumatic Conveying of Bulk Materials (basic course) – May and November
- Pneumatic Conveying System Design (advanced course) – February and June
- Commissioning and Troubleshooting' Hands-on' Pneumatic Conveying Systems – September

**The full calendar of courses delivered by the Wolfson Centre can be found [here](#)**

Alternatively, bespoke courses can be tailored to your requirements.

## **Course objectives**

Courses provide delegates with the information to recognise plant issues that may occur and how to avoid them, by using presentations, case studies and video/hands-on demonstrations. At the end of the course the delegate will be better equipped to tackle the specific bulk materials handling issues discussed.

## **Who should attend**

All courses are written with the industrial engineer in mind. They are recommended for operators who handle bulk materials daily, for maintenance, Health & Safety officers, plant or equipment designers and manufacturers, or management of such staff. They are relevant to anyone who is involved in the handling and storage of powders, granules, particulates etc .

For further information please contact [wolfson-enquiries@gre.ac.uk](mailto:wolfson-enquiries@gre.ac.uk) or call Caroline Chapman on +44 (0)20 8331 8646 **Register here** *Discounted fees for ABTO members.*

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