

## IMO APPOINTS NEW SECRETARY- GENERAL

Arsenio Antonio Dominguez Velasco (Republic of Panama) has been elected as the Secretary-General of the International Maritime Organization (IMO), with effect from 1 January 2024, for an initial term of four years.

The IMO Council voted to appoint him during its 129th session, which met from 17-21 July. The decision of the Council will be submitted to the IMO Assembly, which meets for its 33rd session from 27 November to 6 December 2023, for approval.

He is currently director of IMO's Marine Environment Division. He has been director of IMO's Marine Environment Division since January 2022. He joined the IMO Secretariat in 2017, first as Chief of Staff to the Secretary-General, Kitack Lim, before being appointed in 2020 as director of the Organization's Administrative Division.

He was born in the Republic of Panama and graduated in 1988 with a Bachelor of Science degree from the Fermin Naudeu Institute in Panama. He went on to study Naval Architecture at the University of Veracruz, Mexico, graduating in 1995. Dominguez Velasco also holds an MBA from the University of Hull, and a Certificate of Higher Education in International Law and European Politics from Birkbeck University, both in the UK.

His maritime career began in 1996 as a port engineer at Armadores del Caribe in Panama, before moving to become a drydock assistant manager at Braswell Shipyard.

In 1998, Dominguez Velasco moved to London to join the Panama Maritime Authority as head of the Technical and Documentation Regional Office for Europe and North of Africa. He went on to represent Panama in a variety of roles at the organisation, culminating in 2014 with his appointment as Panama's Ambassador and Permanent Representative to IMO until 2017.

Between 2014 and 2017, Dominguez Velasco chaired IMO's Marine Environment Protection Committee and in 2015 he chaired the Technical Committee of the 25th session of the IMO Assembly. Prior to this, between 2010 and 2014, he chaired the Maritime Security – Piracy and Armed Robbery Working Group under the auspices of the organisation's Maritime Safety Committee.

Guy Platten, Secretary General of the International Chamber of Shipping, comments: "It has been a great pleasure and privilege to work with Kitack Lim over the past eight years. Kitack steered the IMO successfully through challenging times, calmly and with direction, and everyone at the International Chamber of Shipping wishes Kitack every success in his future endeavours.

"We look forward to working with Arsenio Dominguez, and know that he will lead with equal measures of authority, purpose and compassion. The position of IMO Secretary General is not an easy one and there are undoubtedly challenges ahead as the industry strives to meet the 2030, 2040 and 2050 targets, but it will be a pleasure to tackle these challenges head on with Arsenio Dominguez for a better and safer future for our industry and its people."

## DIGITAL SOLUTION AIDS ROTTERDAM'S DECARBONISATION JOURNEY

PortXchange's software solution, EmissionInsider, has been effectively utilised in the Port of Rotterdam, Europe's largest seaport. The tool simplifies and automates transport-related emission data collection and establishes a customised baseline emissions inventory for each port.

Through EmissionInsider, Rotterdam has established a comprehensive emissions profile and made significant strides towards achieving its decarbonisation targets.

EmissionInsider provides port authorities with data to make strategic decisions on targeted decarbonisation strategies. Such decisions can include adopting mechanisms and incentives that encourage and promote sustainable shipping practices, such as speed optimisation, which can significantly reduce emissions.

The shipping industry's path towards decarbonisation is increasingly reliant on digitalisation. As demonstrated by PortXchange, collaborative, technology-driven solutions can help the industry surpass the International Maritime Organization's emission-reduction goals. The rapid uptake and implementation of such solutions will be crucial in driving the industry's transition towards a sustainable future.

While the post-MEPC80 landscape brings its share of challenges, it also opens doors for greater collaboration and innovation, but only if they recognise the part that ports must play in meeting their targets. By harnessing the power of technology and committing to robust decarbonisation strategies, the shipping industry can effectively navigate these uncharted waters.

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## REPORT REVEALS BULK CARRIER DANGERS

Cargo liquefaction still remains the greatest contributor to loss of life associated with bulk carrier losses while grounding remains the main cause of ship losses, according to the recently published *Bulk Carrier Casualty Report 2013-2022* from INTERCARGO.

The document was submitted to the International Maritime Organization (IMO) in May, ahead of the ninth session of its Sub-Committee on Implementation of IMO Instruments (III), which takes place at the IMO from 31 July to 4 August and has a key role in casualty analysis and issuing lessons learned from marine incidents.

The Casualty Report provides 10-year information on bulk carrier casualty statistics, looking at trends in casualties in terms of both loss of life and loss of ships, drilling down into the size and age of vessels as well as flag state performance. While the report shows a clear trend of improved safety and declining ship losses at a time of fleet growth, it also shows that major incidents involving loss of life are still occurring and the industry must examine why they are still happening – there is no room for complacency.

Operations manager Xianyong (Joe) Zhou, says: “As the voice of global dry bulk shipping, INTERCARGO is determined to help lead the response to these events. While the Report highlights that improvements are being made in safety, there is still clearly more to do to make shipping

safer. We must continue to learn how we can best protect the lives of seafarers as well as the vessels and their cargo from damage and loss.”

The report highlights that between 2013 and 2022, 26 bulk carriers of more than 10,000 deadweight tonnes were reported lost, with the tragic loss of 104 seafarers’ lives.

Statistics for 2022 alone show the loss of two bulk carriers, one due to a collision and the other from losing power and sinking in rough seas, with a loss of 12 seafarers from these incidents.

The rolling report also highlights that four of the five bulk carrier casualties, which led to the loss of 70 lives, occurred as a result of cargo liquefaction; four were loaded with nickel ore and one with bauxite.

In terms of ship losses, grounding was the most common reported cause between 2013 and 2022, accounting for 12 bulk carriers lost (46.2%), with various other causes including problems with machinery and equipment.

Learning lessons from incidents and casualties and the sharing of experience have proved to be effective in raising safety awareness and, in addition to the submission of the INTERCARGO Bulk Carrier Casualty Report to IMO every year since 1996, the association has made its voice heard on a number of safety issues at IMO through papers and interventions.

The Bulk Carrier Casualty Report can be accessed free of charge [here](#).

### WORKSHOPS AIM TO COMBAT MODERN SLAVERY

**Maritime charity Stella Maris has launched a new workshop series across the UK, aimed at empowering individuals to identify cases of modern slavery within the maritime industry, supporting victims and survivors of modern slavery and raising awareness of the issue.**

According to the most recent report from the International Labour Organisation, there has been a 10% increase in forced labour since 2016. This is a trend recognised by Stella Maris chaplains around the world. Seafarers and fishers who endure extended periods away from home and who may face isolation on vessels can be particularly susceptible to exploitation. In response, Stella Maris is taking proactive steps to address and help combat this issue.

The newly developed workshops, funded by the Department for Transport through the Merchant Navy Welfare Board, will provide participants with essential knowledge and tools to identify signs of modern slavery and to respond effectively to potential cases.

The sessions will be led by a panel of experts and will focus on key topics, including: recognising indicators of exploitation, ways to reduce the risks of modern slavery, understanding the emerging threats and trends in modern slavery, and identifying and accessing appropriate support networks for those escaping modern slavery. Attendees will also have the opportunity to hear the voices of some of those who have experienced modern slavery firsthand.

Speaking about the initiative, Tim Hill MBE, CEO at Stella Maris, says: “We are extremely proud to launch these workshops as part of our ongoing commitment to improving the welfare of seafarers and fishers. Forced labour and modern slavery have no place in the modern maritime sector in the UK. By empowering individuals to recognise and address instances of these crimes, we can help to create a safer environment for those who work at sea.”

The workshops will be open to front-line port personnel, including ship visitors, ship operators, port authorities, law enforcement agencies, and other port stakeholders who come into contact with seafarers and fishers. To ensure accessibility and increased reach, the workshops will be held in six locations around the UK: Liverpool, Bristol, Hull, Glasgow, Portsmouth and Belfast. To find out more about the workshop series, visit the Stella Maris [website](#).

# BULK TERMINALS LISBON 2023

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## TT CLUB WARNS ON CONFINED SPACE AWARENESS

International freight transport insurer TT Club is seeking to draw attention to the life-threatening hazards caused by enclosed and confined spaces prevalent throughout the global supply chain. Toxic gases produced by some cargoes as well as leakages, residual fumigants and other causes of a reduced oxygen environment are the chief problems, with 60% of fatalities suffered by would-be rescuers.

Confined or enclosed spaces are common in the supply chain industry. Such spaces exist across all freight modalities, from tank containers to cargo hold stairwells and holds, to road tankers and sealed cargo units. A lack of understanding of the danger present may have fatal consequences.

Without sufficient oxygen the human body starts to shut down very quickly. Any rescue operations are therefore time critical. The primary cause of reduced oxygen levels is the increased presence of other gases, such as carbon dioxide. This may arise from rusting of the ship's structure or metal cargoes, oxidation of cargoes such as coal or the decomposition of biodegradable cargoes, for example fish meal, logs, bark, or wood pellets. All these lead to carbon dioxide – and potentially other gases – being released, simultaneously depleting the oxygen. Other associated hazards include flammable or toxic vapours from leaking cargoes or leaking pipes or hoses.

Peregrine Storrs-Fox, risk management director at TT explains that a lack of awareness of these, often hidden dangers is surprisingly high. "The key risk is that workers

may not readily recognise spaces that could present danger," he states. "The cargo hold of a ship is a leading example, but containers and other cargo transport units pose similar risks; there may be a lack of knowledge of the cargo packed or whether fumigants have been used. Similarly, tanks units, whether a road barrel or tank container, certainly qualify as enclosed spaces."

The speed with which the effects of oxygen depletion can become debilitating require thorough and regular communication to ensure that operatives understand the risks. When entering a lethal space there are no obvious red flags. In terms of symptoms there are no warning signs such as coughing or feeling breathless or nauseous. An individual can pass out without having the opportunity to raise an alarm or escape.

The quick onset and catastrophic nature of these symptoms often leads to others rushing to the aid of the casualty, unaware of the reason for their collapse. Statistically, more than 60% of fatalities connected to confined and enclosed spaces are suffered by would-be rescuers.

"The silent and invisible nature of this killer emphasises the importance of raising awareness of the risk," stresses Storrs-Fox. "Developing and undertaking drills to practice rescues are crucial steps in mitigating the risks, as are a number of other strategies including risk assessments of working in potentially hazardous spaces, discouraging short cuts in work practices and testing, monitoring and venting air in confined areas."

While not exhaustive, TT has developed a checklist of risk mitigation strategies that can be applied across all modes, whether on land or at sea. This can be accessed [here](#).

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## RIO TINTO SETS UP \$150M CENTRE FOR RESEARCH

Rio Tinto has committed \$150m to create a Centre for Future Materials led by Imperial College London to find innovative ways to provide the materials the world needs for the energy transition.

The Rio Tinto Centre for Future Materials will fund research programmes to transform the way vital materials are produced, used and recycled, and make them more environmentally, economically and socially sustainable.

Under the partnership, Rio Tinto and Imperial will together define a set of major global challenges that need to be addressed. These will form the basis of the first research programmes the Centre pursues, in partnership with a selection of international academic institutions.

The Centre will be established in the second half of 2023, with the first research programmes funded in 2024. The \$150m commitment has been made in Rio Tinto's 150th anniversary year. It will be delivered in 10 annual instalments and will fund research that empowers diverse, inter-disciplinary teams to deliver innovative, and transformative solutions with environment, society, and governance at their core.

Rio Tinto CEO Jakob Stausholm says: "For the world to reach net zero, we must find better ways to provide the materials it needs. No single player can do this alone, and research and development plays a vital role. Imperial College London is one of the world's leading institutions focused on science and engineering – I cannot wait to see the progress we make, as we bring together the best of industry and academia, with shared ambition."

Professor Mary Ryan, vice provost (research and enterprise) at Imperial, says: "Moving to a truly sustainable society requires a holistic approach to complex industrial processes. This is inherent to Imperial's approach. We will tackle these challenges and design future innovations that are resource and energy efficient, nature positive, humancentric and just.

By working hand-in-hand with other leading international institutions, we will create a truly multidisciplinary, global effort to drive the next industrial revolution in harmony with nature."

More information on the Committee can be found at [riotinto.com](http://riotinto.com).

# LATEST FROM BRITISH PORTS AUTHORITY

## SCOTTISH PORTS SUCCESS IN SPOTLIGHT

The British Ports Association, in collaboration with Highland and Islands Enterprise, Scottish Enterprise, and South of Scotland Enterprise, has launched *Scottish Ports: Gateways for Growth 2023*, highlighting how all Scottish ports matter.

The 30-page document details the breadth of industries that rely on the Scottish ports sector and outlines the approaches needed to keep the industry thriving in the decades ahead. It includes the British Ports Association's positions on a range of recent opportunities and challenges for Scottish ports, including Green Freeports, ports preparedness for offshore wind projects, shore power, and has a number of strategic asks for policymakers.

The document covers the following industries within the wider ports sector: agriculture, aquaculture, carbon capture and storage, cleaning, coastal shipping, cruise, fishing, hydrogen, offshore wind, oil and gas decommissioning, onshore wind, recreational sailing, shipbuilding, and wave and tidal power.

It is also aimed for those wishing to learn more about the Scottish ports sector as it explains the various functions of ports – from how they keep Scottish communities connected and supplied, to their more specific roles in conservancy and navigation.

Click [here](#) to read *Scottish Ports: Gateways for Growth 2023*

## BPA HAILS LEGISLATION CHANGE ON PORT SERVICES PROVISION

The British Ports Association (BPA) has welcomed the news that the legislation on port services provision will be revoked in the UK by the end of the year. It suggests the move will help maintain the competitiveness of British ports and help keep a flexible and open system for port users.

Despite many of the customs and borders challenges the UK ports sector has faced since the UK's departure from the EU,



Richard Ballantyne, Chief Executive Officer of the BPA

the BPA believes this is one development that can be viewed as a genuine Brexit dividend.

The legislation was introduced at the tail end of the UK's membership of the European Union and the Department for Transport has today confirmed will be revoked under

the recently passed Retained UK Law Act. This will enable UK ports to continue to use British rules on governance and maintain their existing flexible regimes and arrangements with service providers.

Richard Ballantyne, Chief Executive Officer of the BPA, which represents ports that collectively facilitate 86% seaborne trade – including most of the operators covered by the rules – says: “This is excellent news for the UK maritime industry as the PSR created an inflexible system with additional costs for ports and shippers. The announcement means our industry can continue to operate without the unsuitable rules that could have delayed and frustrated valued port users and service providers. Unlike other ports communities, our industry is underpinned by financial, strategic and regulatory independence as well as a strong element of competition and customer service.

“These rules were originally devised to suit other European port sectors where there was an absence of similar rules, but with more state involvement. We have therefore long since maintained that they are not suitable in the UK. Indeed we already have clear and well understood existing rules and arrangements in place, which results in port users in Britain being served by a modern and dynamic customer facing ports sector.”



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## IHMA JOINS GLOBAL SAFETY INITIATIVE

The International Harbour Masters Association (IHMA) has joined in an industry initiative to promulgate a vision for the improved safety and security of global trade by taking advantage of unified information and data sources to bring greater awareness and understanding of concerning issue.

The IHMA has signed a Memorandum of Understanding (MoU) as a result of collaboration with the Cargo Incident Notification System; Confidential Human Factors Incident Reporting Programme; Container Owners Association; International Cargo Handling Coordination Association and Ship Message Design Group, which inaugurated the MoU in March of this year.

Concentrating on improved safety during the global transport and handling of goods that have the potential to cause injury to the workforce and/or damage to the environment, all the signatories have a commonality of purpose. The chief aim is to create a framework for co-operation that enables each signatory to benefit from any of the other's activities in respect of their areas of joint interest.

The six leading industry bodies will be able to coordinate data, research and best practices across global cargo

supply chains to further develop awareness throughout the freight industry, among operators, regulators and policy makers as to practical and effective measures to improve safety.

Captain Paul O'Regan, President, IHMA, says: "As the professional body for those with responsibility for the safe, secure, efficient and environmentally sound conduct of marine operations in port waters, IHMA recognises that accidents and incidents happen in port as well as at sea.

"This collaboration with the MOU partners and the other organisations will help us to enhance safety throughout the ports sector and create a platform for mutually beneficial work on safety initiatives in the maritime environment."

Welcoming IHMA, CEO of ICHCA Richard Steele says: "It is a first-class addition to have the IHMA on-side because harbour masters play a crucial role in both maritime safety and the ship shore interface. Their leadership on navigational safety along with an essential contribution to wider operational safety, security and environmental protection puts them at the crossroads of the activities that the MOU partners are seeking to continuously improve."

## BALTIC EXCHANGE SUPPORTS ORDERLY TRANSITION TO P5TC

**The Baltic Exchange has been working closely with the Clearing Houses (CCPs) EEX and SGX to transition open interest settled on its discontinued Panamax 4TC (P4TC) index to its P5TC index.**

SGX and EEX suspended their P4TC 2028 calendars, which have zero open interest, on 31 July. The CCPs are working with their clearing members and the FFA Brokers' Association (FFABA) to transition open interest in P4TC calendars 2027 and 2026 to P5TC. The P4TC calendar contracts will be suspended immediately on completion of the transition. Open interest for 2025 will subsequently be addressed. Fees for these transactions will be waived by both CCP's and FFABA brokers.

Baltic Exchange Chief Executive Mark Jackson comments: "Although no longer reported independently, most panamax-related FFA trading still happens on our P4TC index. While we have established a differential between the two indices, in the longer term it makes sense for traders to settle directly against our P5TC assessments. We want to support an orderly transition to the P5TC."

In January 2020 the Baltic standard panamax vessel became an 82,500dwt type and the weighted averages based on five routes. A fixed differential of US\$1,336 was established between P4TC and P5TC in April 2021 and since then the Baltic Exchange has been reporting P4TC as a differential to the P5TC rates.

Welcoming the initiative, John Banaszkiwicz, chairman of the FFA Brokers Association says: "Ships and their routes evolve and it's important that the Baltic's indices reflect this, which is why these types of changes happen. Currently, the panamax 5TC market is a mirror image of the physical market, based on panellist returns. The 4TC offers no transparency: it remains a number differential. Given the number of index-linked physical vessels fixed on the 5TC assessment, it is necessary for the FFA market to make the transition and adapt accordingly.

"Looking ahead, we anticipate that future modifications to vessel specifications will be automatically implemented following consultation with the marketplace."

## NEW INITIATIVES AT AD PORTS GROUP

AD Ports Group and Saab UAE, a defence and security company based in Abu Dhabi's Tawazun Industrial Park, have entered into a Memorandum of Understanding (MoU) to establish a strategic cooperative relationship, which will see both entities collaborate on the development of maritime surveillance solutions and sensors.



Under the agreement, AD Ports Group will provide access to relevant testing sites, offering necessary infrastructure and operational feedback to optimise the development process. Saab UAE will bring new industry standards and next generation maritime surveillance technology to market.

Othman Al Khouri, executive director corporate authority, AD Ports Group, says: "We are committed to adopting cutting-edge technologies that enhance our operations. Collaborating with Saab will allow us to explore innovative surveillance solutions and contribute to the overall safety of our ports."

He adds: "We also see significant potential for improving port and maritime security systems, effectively enhancing the safety and security performance of trade, logistics, and ports in Abu Dhabi and beyond."

Anna-Karin Rosén, managing director of Saab in the UAE, says: "This MoU marks a significant step forward in our commitment to provide our customers with world-class security and surveillance solutions. This partnership has the potential to revolutionise vessel traffic management and port operations, setting new industry standards for efficiency and safety."

AD Ports has also announced the formation of a new joint venture with UAE-based shipyard Premier Marine Engineering Services, SAFEEN Drydocks. The joint venture is structured as a 51% ownership by AD Ports Group and 49% by Premier Marine.

The new enterprise will offer a broad range of vital services, including drydocking, afloat repairs, ship building and refurbishment. The hub of SAFEEN Drydocks' operations will be located at Khalifa Port and encompass a 45,000m<sup>2</sup> shipyard and repair facility, 350m quay wall for vessel afloat repair, and a floating dry dock for vessel maintenance and refurbishment.

The floating dry dock is expected to commence operations in July of 2023, while the shipyard has already begun work with construction of two barges for a UAE-based client. Once fully up and running, the hub will be operated by SAFEEN Drydocks and be fully equipped to accommodate a range of vessel types including tankers, bulk vessels, container ships, offshore vessels and jack-ups.

## INDUSTRY RAISES CONCERNS OVER GRAIN INITIATIVE SUSPENSION

INTERCARGO, which represents the world's dry bulk carrier owners, has expressed its concern at the cessation of the Black Sea Grain Initiative.

This humanitarian initiative has enabled the safe transit of ships exporting various agricultural products from three Ukrainian ports - Odesa, Chornomorsk, and Yuzhnyi. It has been instrumental in preventing a global food crisis and some 32.9m metric tonnes have been exported through the corridors, with a significant quantity supporting the World Food Programme. The scheme has also been paramount in protecting the lives of dry bulk carrier seafarers operating ships in the Black Sea area.

INTERCARGO stresses the importance of using all resources available to ensure safety of navigation for bulk carriers and their crews and supports all efforts by the International Maritime Organisation (IMO) and international initiatives to find a solution to protect the global supply chain and food security.

According to an article in Hellenic Maritime News quoting a Reuter's report, insurers are reviewing whether to freeze cover for any ships willing to sail to Ukraine after Russia said recently it will suspend participation in a UN-backed deal that allows the export of grain through a Black Sea safe corridor.

The agreement, brokered by Turkey last July, aimed to alleviate a global food crisis by allowing Ukrainian grain blocked by the Russia-Ukraine conflict to be exported safely.

"Due to the collapse of the Black Sea corridor deal, most shipowners will now refrain from calling at Ukrainian ports," Christian Vinther Christensen, chief operating officer with Danish shipping group Norden told Reuters.

Insurance has been vital to ensure shipments through the corridor and industry sources said the suspension by Russia was being evaluated in terms of whether cover in some form could continue.

*Continued...*



“Some underwriters will look to take advantage with a hefty increase in rates. Others will stop offering cover. The key question is whether Russia mines the area, which would effectively cease any form of cover being offered,” one insurance industry source said.

The Lloyd’s of London insurance market has already placed the Black Sea region on its high-risk list.

“Annual cover remains in place but voyages to listed areas will be assessed individually as and when seen,” says Neil Roberts, head of marine and aviation at Lloyd’s Market Association, which represents the interests of all underwriting businesses in Lloyd’s.

Additional war risk insurance premiums, which are charged when entering the Black Sea area, need to be renewed every seven days. They already cost thousands of dollars and are expected to go up, while shipowners could prove reluctant to allow their vessels to enter a war zone without Russia’s agreement.

“I don’t believe there are many enquiries at the moment as getting an owner to operate on past charter terms without an initiative would be difficult,” another industry source said. “Danger money hire rates would probably be required, aside from the provision for extra insurance costs.”

Commenting on the situation, IMO Secretary-General Kitack Lim says: “I deeply regret to learn of the disruption to the Black Sea Initiative. The unimpeded flow of shipping around the globe is of critical importance and central to the work of the IMO. The movement of ships through the Black Sea Initiative and its impact in getting food to those who need it most, as well as stabilising world food prices, is proof that shipping must always continue to move. IMO remains ready to support the UN’s efforts to find pathways for solutions to preserve the global supply chain and food security.”

## IMO SETS WORLD MARITIME THEME

“Navigating the future: safety first!” has been selected for the International Maritime Organization’s (IMO) 2024 World Maritime Theme, which will culminate in the celebration of World Maritime Day on 26 September 2024.

The theme reflects IMO’s work to enhance maritime safety and security, in tandem with the protection of the marine environment, whilst ensuring its regulatory development process safely anticipates the fast pace of technological change and innovation.

IMO Secretary-General Kitack Lim says: “This theme would allow us to focus on the full range of safety regulatory implications arising from new and adapted technologies and the introduction of alternative fuels including measures to reduce greenhouse gas emissions from ships as IMO strives to ensure the safety and efficiency of shipping are maintained, and potentially improved, so that the flow of seaborne international trade continues to be smooth and efficient.”

Safety has been at the heart of all of IMO’s activities since the organisation was established in 1948. The regulatory framework is continuously evolving as gaps become apparent and as a result of IMO’s proactive work to anticipate changes needed to accommodate emerging technologies and innovation – a prominent example being the currently ongoing development of a goal-based Code for maritime autonomous surface ships (MASS Code).

2024 marks 50 years since the adoption of the 1974 SOLAS Convention, the key IMO treaty regulating maritime safety.

Digitalisation and automation are increasingly revolutionising the shipping industry by introducing new technologies that enhance safety, security and efficiency, optimise performance, reduce environmental impact and

ensure sustainability. This is improving the overall efficacy and competitiveness of the shipping industry, making it possible to design, construct and operate ships more efficiently, handle more cargo, reduce costs and enhance customer satisfaction.

Shipping transports about 90% of global trade and is the least environmentally damaging mode of transport. It is manifestly obvious that improving the safety of ships and reducing their greenhouse gas (GHG) emissions go hand in hand – both are critical to achieving a sustainable and efficient maritime industry.

The theme “Navigating the future: safety first!” promotes IMO’s ambitious and accelerated GHG reduction policy which includes the assessment of safety risks, that come with the introduction of new and adapted technologies and alternative fuels, and the development of regulatory measures to address and ultimately mitigate those risks.

The theme is also closely linked to the UN 2030 Agenda for Sustainable Development and several of the UN’s Sustainable Development Goals (SDGs), particularly SDG 7 on ensuring access to affordable, reliable, sustainable and modern energy by facilitating access to clean energy research and technology; SDG 8 on promoting sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all; SDG 9 on building resilient infrastructure, promoting inclusive and sustainable industrialisation and fostering innovation; SDG 13 on taking urgent action to combat climate change and its impacts; and SDG 14 on conserving and sustainably using the oceans, seas and marine resources for sustainable development.

The IMO Council, meeting for its 129th session, endorsed the theme following a proposal by IMO Secretary-General Kitack Lim.

## GLOBAL LNG AVAILABILITY IS BOOMING

SEA-LNG, the coalition established to demonstrate the commercial and environmental benefits of the liquefied natural gas (LNG) pathway, has shared analysis of the green LNG bunkering market that shows that bio-LNG is available today in almost seventy ports worldwide, including in Singapore, Rotterdam and the US east-coast.

The data on the expanded availability of bio-LNG as a marine fuel is revealed in the coalition's update to its online Bunker Navigator tool, which provides information on the bunker availability of fuels in the LNG pathway worldwide.

Bio-LNG used in the maritime industry is produced from sustainable biomass feedstocks such as human or agricultural waste, which means it does not compete with the production of food, fibre or fodder, as defined by regulations such as the EU's RED II and the Renewable Fuel Standards in America. Annual production of biomethane, from which bio-LNG is produced, is currently around 30m tonnes or around 10% of shipping's total annual energy demand.

The current global fleet of 355 LNG-fuelled vessels, excluding LNG carriers, are all capable of using bio-LNG as drop-in fuel without any modification. Bio-LNG can also be transported, stored and bunkered in ports using the existing LNG infrastructure, which provides a route to further expansion of its availability in coming years.

In general, the use of bio-LNG as a marine fuel can reduce GHG emissions by up to 80% compared to marine diesel on a full well-to-wake basis. Depending on the method of production, bio-LNG can have net-zero or even net-negative greenhouse gas (GHG) emissions on a lifecycle basis, creating immediate

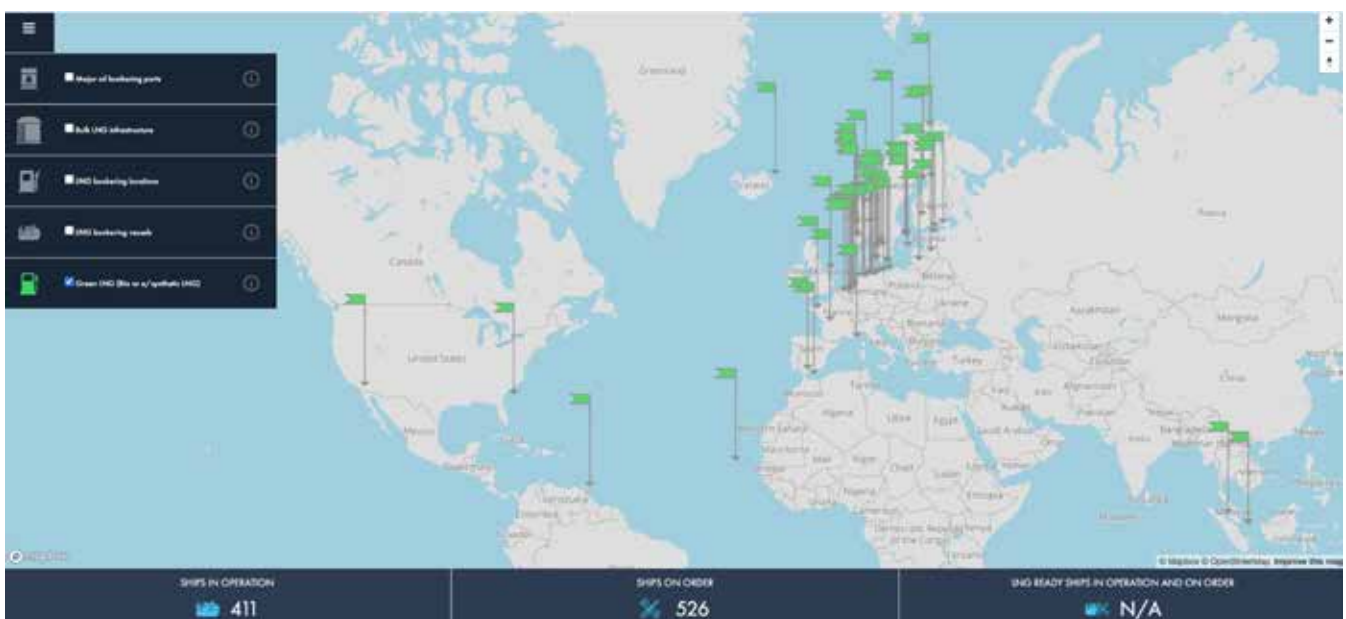
opportunities for vessel operators to cut GHG emissions and offering a sustainable route to decarbonisation by 2050.

In October 2022, analysis by a team at the Nanyang Technological University's Maritime Energy and Sustainable Development Centre of Excellence (MESD) which asked practical questions about bio-LNG emissions, availability and cost showed a huge global potential for the expansion of biomethane production of up to 20 times current production levels by 2050.

Accounting for demand for other sectors, MESD forecast that bio-LNG as a marine fuel could be available in sufficient quantity to fully decarbonise approximately 13% of the global shipping fleet in 2050.

Commenting on the update to Bunker Navigator, Adi Aggarwal, general manager of SEA-LNG says: "The fact that bio-LNG is commercially available now and being used as a drop-in marine fuel by operators in Europe, North America and Asia, demonstrates the sustained contribution that the LNG pathway can make to decarbonising our industry, starting today. Climate change is a stock and flow problem, the longer our industry waits to start using low-carbon fuels, the tougher the decarbonisation challenge will be."

More information on the bunkering availability of LNG, bio-LNG and e-LNG, and the development of LNG bunkering infrastructure worldwide can be found at SEA-LNG's [bunker navigator tool](#). The Maritime Energy and Sustainable Development Centre of Excellence's report on [the role of bio-LNG in shipping industry decarbonisation](#) is also available online. SEA-LNG has also produced a [bio-LNG fact sheet](#) that addresses myths and misconceptions about the fuel.



## 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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