



C.I.A.N.A.M.

*Cámara Interamericana de Asociaciones Nacionales
de Agentes Marítimos*

NEWSLETTER N° 16

XVI Annual Meeting CIANAM Lima – Peru

With great success and the presence of representatives of the maritime and port sector of the region, the XVI Annual Meeting of the Cámara Interamericana de Asociaciones Nacionales de Agentes Marítimos (CIANAM 2019) was held in Lima (Peru).



With the presence of representatives of the Ship Agents Associations of the continent and the maritime transport and port sectors of the region, the XVI Annual Meeting of the Cámara Interamericana de Asociaciones Nacionales de Agentes Marítimos (CIANAM) was held on April 4th and 5th in Lima, Peru. The Asociación Peruana de Agentes Marítimos (APAM) was the host of the event.

CIANAM is a civil private nonprofit organization, with legal capacity, at international level. It has its permanent headquarters in the Oriental Republic of Uruguay.

It is integrated by the Associations of Shipping Agents from Argentina; Brazil; Chile;

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CIANAM

www.cianam.org

Secretary:

Centro de Navegación

TE: (54 11) 4394-0520

secretaria@cianam.org

Costa Rica; Ecuador; United States of America; Guatemala; Mexico; Panama; Paraguay; Peru and Uruguay.



The purposes of CIANAM are to promote, in harmony with the highest inter-American goals, the rights and interests of Ship Agents and to defend maritime trade for the benefit of the entire sector, contributing to the proper functioning of maritime transport and related services in the region.

Specially invited the President of The Federation of National Associations of Ship Brokers and Agents (FONASBA), Mr Aziz Mantrach; the President of the Cámara Interamericana de Asociaciones Nacionales de Agentes Marítimos (CIANAM), Mrs Elsa Gamarra and the President of the Asociación Peruana de Agentes Marítimos (APAM), Mr Jorge Acevedo Noriega and local authorities took part in the opening ceremony.



During the development of the meeting, issues related to port competitiveness, investments, digital transformation, the future of ports, Supply 4.0 in the Fourth Industrial Revolution and the importance for the maritime industry of the Port Community System implementation were addressed.

In the event, the participation of the ship agent in the reception and dispatch of vessels, the responsibilities of the Ship Agent before the Authorities taking part in the control of vessels, the challenges of the Ship Agent in Peru and the Relations between Customs and the International Maritime Carrier deserved special attention.

During the meeting, CIANAM Members analyzed the situation of foreign trade and its impact in port and maritime transport of the region; as well as the relationship with government authorities tending to the facilitation of the activity and the efforts made in training and quality management to achieve the best goals of efficiency and professionalism.



The delegates of the Associations that were present recognized the importance of education to provide the highest service level, as well as to ensure full compliance with legal rules, agreed to promote the implementation of basic standards for the training and certification of ship agents and also the establishment of internationally recognized professional certification.

Delegates considered that the profession of the ship agent is of vital importance in the exchange of knowledge and information between the vessel and the port, therefore, it is in an unique position to add value to the proper execution of all the relevant functions in a port.

The ship agent contributes to comply with regimes related to safety, environmental protection and other regulations, avoiding an adverse effect on the operating conditions of vessels and ports.

Delegates supported the harmonization and simplification of all information procedures, since it becomes a tangible benefit for the ship agents, owners, cargo owners, port operators and all other parties in the chain of transportation, aimed at minimizing the procedures.

The responsibilities of the ship agent and its nature of regulated activity, cannot be replaced by third parties or national or foreign intermediaries. Administrative entities that intend to carry out commercial activities that

are exclusive of the agents, without assuming their responsibilities and risks, clearly imply an informal activity, in conflict with the rules and principles of publicity, public security and commerce.



The delegations that were present accepted and thanked the offer of the Centro de Navegación Argentina to be the host for the Annual Meeting 2020 in the city of Buenos Aires - Argentina.

FENAMAR - CNT



The President of FENAMAR, Waldemar Rocha Junior was elected President of Section III, of the National Confederation of Transport

FENAMAR, the Federation of Ship Agencies in Brazil is affiliated to CNT - The National Confederation of Transport, head-office in Brasilia, which congregate all type of transport federations and associations, and play a very important role to protect the interest of all members.

The CNT has 6 very important committees, and FENAMAR participate in Section III - **Waterborne transportation of cargoes and passengers**, and VI - **Infra-structure**.

The President of FENAMAR, Mr. Waldemar Rocha Junior was elected President of Section III, taking his position last March 27th for 3 years term of office.

PORTS ACTIVITY IN 2018

The Top 20 ports in Latin America and the Caribbean

CARGO MOVEMENT BY PORT ZONE

ECLAC updates every year its report of container port throughput, which shows the cargo volume in containers in the ports of the region, based on data obtained directly from port authorities and terminal operators.

In 2018 this activity rose 7.7% in the 118 ports analyzed, with a total volume of approximately 53.2 million TEU.

This infographic displays the first 20 positions according to the cargo volume operated in ports.



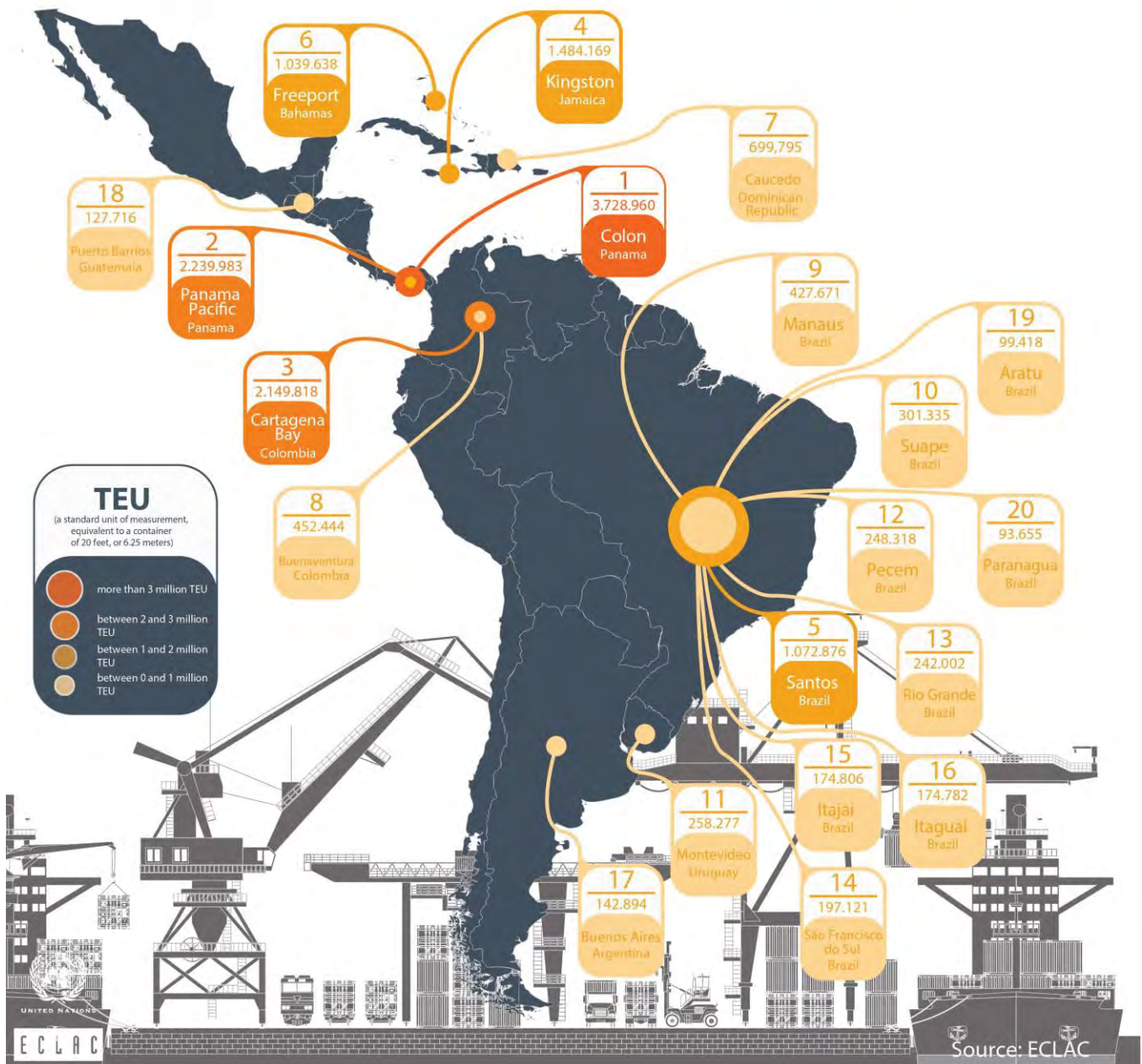
PORTS ACTIVITY IN 2018

The Top 20 ports in Latin America and the Caribbean

TRANSHIPMENT REPORT

Transshipment in the Latin America and the Caribbean region represents an important share of the total regional throughput. In 5 of the cases it stands for the 50% of the country's throughput, and in 3 cases the 80%. From the 20th first places of the studied countries in terms of transshipment volume, the total cargo movement reached in 2018 was 15.4 million TEU, 11.5 million of which were from Caribbean countries, out of a total throughput of 53.2 million.

(*) Transshipment refers to the operation of moving cargo from one ship to another in order to reach its final destination in other port. This operation is usually done in an intermediate port, which serves as transshipment port.



PORTS ACTIVITY IN 2018

The Top 20 ports in Latin America and the Caribbean

PORTS CARGO MOVEMENT BY COUNTRY

A high heterogeneity was observed in the behaviour of ports cargo movements in 2018, both individually and by country.

Also, the 10 ports with larger container movements represented the 84,1% of the total regional throughput.

The region reached cargo movements up to 53.2 millions TEU, representing 7.1% of the global throughput. This shows an interesting rise compared to the previous year, when it reached 6.6%.

(*) In thousands or millions of TEU.



Number of Global Cruise Passengers Hits 28.5 Million in 2018

April 10, 2019 by gCaptain

The global cruise industry continued to see steady growth in 2018 in line with the overall increase in global tourism, the Cruise Lines International Association (CLIA) said in releasing its [latest report](#) on global cruise passenger statistics.

According to CLIA, cruising continues at a paced growth around the world with an almost 7 percent increase from 2017 to 2018, totaling 28.5 million passengers.

While the cruise sector represents 2 percent of the overall global travel industry, this segment is on pace with international tourism worldwide, CLIA notes. According to the latest UNWTO World Tourism Barometer, international tourist arrivals grew 6 percent in 2018, totaling 1.4 billion while cruise travel grew at almost 7 percent during the same timing.



CLIA's research also shows North American travelers continue to embrace cruising with an annual passenger increase of 9 percent (14.2 million passengers) in 2018. The Caribbean continues to be the hottest cruise market with 11.3 million cruise passengers traveling there in 2018, representing an annual increase of 6 percent. CLIA noted only moderate growth in Asia and China when compared to the [rapid increases](#) of the past. In 2018, the region saw 5 percent increase in cruise passengers totaling a still impressive 4.2 million.

Statistics further show that passengers are preferring shorter cruises and more adventurous destinations, especially Alaska. Cruises in the Mediterranean are also gaining in popularity, with an 8 percent increase from 2017 to 2018 totaling more than 4 million cruise passengers.



“It is not surprising that cruise travel is on par with overall international tourism growth. Cruising makes international travel accessible for travelers worldwide and it is apparent in the 2018 CLIA global passenger findings,” said Kelly Craighead, president and CEO, CLIA. “From a renewed interest in cruises to the Mediterranean to a significant increase in adventure cruising, travelers are embracing cruise travel more than ever before.”

FONASBA JOINS BUSINESS ACTION TO STOP COUNTERFEITING AND PIRACY (BASCAP)

En recent months, FONASBA has been in discussion with the above organisation which operates under the International Chambers of Commerce and is dedicated to stopping the illegal movement of counterfeit goods. FONASBA was introduced to BASCAP by Immediate Past President John A. Foord FICS after they gave a presentation to the Private Sector Consultative Group (PSCG) of the World Customs Organisation, In a number of respects, BASCAP is very similar in its aims and objectives to United for Wildlife in that they both bring together all the sectors in the international transport chain to prevent the illegal movement of certain items, i.e. counterfeit goods or endangered species as appropriate. Different from UfW however, BASCAP also includes the manufacturers of often high-value goods as well as the transporters, so other members include Longchamp, Chanel, Philip Morris, Honda, Dupont and Bayer.

Given the position of the ship agent at the centre of the ship/port interface, the engagement of our members is vital in ensuring that concerns or suspicions about cargo being imported or exported are reported to the appropriate authorities. Not only will doing so ensure that these trades are disrupted, but also allow us to clearly demonstrate to the various authorities our commitment to close and effective cooperation with them.

FONASBA’s application to join BASCAP was approved at its most recent meeting, held in Washington on Wednesday 3rd and Thursday 4th April and a press release, referencing our admission to the organisation, was issued following the meeting. It can be downloaded at: <https://iccwbo.org/media-wall/news-speeches/brands-maritime-operators-us-law-enforcement-seek-stop-maritime-transportation-counterfeits>. (There may be some issues with accessing the press release through that link, if so it also appeared in Hellenic Shipping News – and no doubt elsewhere – at: www.hellenicshippingnews.com/icc-international-chamber-of-commerce-brands-maritime-operators-and-us-law-enforcement-seek-to-stop-maritime-transportation-of-counterfeits).

We now look forward to working with BASCAP and its members and to reporting on, and participating in, their actions in the coming months.

Electronic single window ship reporting option now mandatory

Malcolm Latache [Shiplnsight](#) 09 April 2019

From yesterday, ports and terminals worldwide are supposed to be in a position to introduce electronic information exchange between ships and ports under the IMO's FAL Convention.

The IMO says that the aim is to make cross-border trade simpler and the logistics chain more efficient, for the more than 10 billion tons of goods which are traded by sea annually across the globe. The requirement, mandatory under IMO's Convention on Facilitation of International Maritime Traffic (FAL Convention), is part of a package of amendments under the revised Annex to the FAL Convention, adopted in 2016.

"The new FAL Convention requirement for all Public Authorities to establish systems for the electronic exchange of information related to maritime transport marks a significant move in the maritime industry and ports towards a digital maritime world, reducing the administrative burden and increasing the efficiency of maritime trade and transport," said IMO Secretary-General Kitack Lim.

The Facilitation Convention encourages use of a "single window" for data, to enable all the information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted via a single portal, without duplication.

The requirement for electronic data exchange came into effect as IMO's Facilitation Committee meets for its 43rd session (8-12 April). Alongside other agenda items, the Committee will continue its ongoing work on harmonisation and standardisation of electronic messages. Phase one of the review of the IMO Compendium on Facilitation and Electronic business, including the data elements of the FAL Convention is expected to be completed and the revised Guidelines for setting up a single window system in maritime transport are set to be approved.

The Committee will also receive an update on a successful IMO maritime single window project, implemented in Antigua and Barbuda, with Norway's support. The source code developed for the system established in Antigua and Barbuda will be made available to other interested Member States. A presentation on the system will be made during the Facilitation Committee.

The FAL Convention, which has 121 Contracting Governments, contains standards and recommended practices and rules for simplifying formalities, documentary requirements and procedures on ships' arrival, stay and departure. Under the FAL Committee, IMO has developed standardised FAL documentation for authorities and Governments to use, and the FAL Convention urges all stakeholders to make use of them.

The Facilitation Convention (Standard 2.1) lists the documents which public authorities can demand of a ship and recommends the maximum information and number of copies which should be required. Under the requirement for electronic data exchange, all national authorities should now have provision for electronic exchange of this information. IMO has developed Standardised Forms for seven of these documents.

- IMO General Declaration
- Cargo Declaration

- Ship's Stores Declaration
- Crew's Effects Declaration
- Crew List
- Passenger List
- Dangerous Goods

Five other documents are required, on security, on wastes from ships, on advance electronic cargo information for customs risk assessment purposes, and two additional ones under the Universal Postal Convention and the International Health Regulations.

Cutting red tape in shipping: Key practices

SHIPPING | 05/04/19 - Improving the regulatory landscape is an important step for the maritime industry to raise operational efficiency, thus, reducing unnecessary administrative burdens is identified as appropriate. In this light, IMO, along with other organizations as well, are taking actions to reduce the so called 'red tape' in the sector and its implications.

IMO conventions and other instruments aim to keep up with the current needs of the shipping industry, by using the latest technological advances, and other improved systems to make regulatory compliance easier.

However, IMO is only a part of the equation, as the sector as a whole and maritime stakeholders are an integral part of the solution. Therefore, their cooperation is considered vital to limit administrative burdens and reach a smarter and more efficient regulation.

For this reason, the 27th Assembly in November 2011 adopted a process to [periodically review administrative need in mandatory instruments](#) and confirmed that: *Releasing resources from administrative tasks for Administrations and industry alike, contributes to the Organization's goals of efficient regulation of safety and security of shipping and the prevention and control of pollution by ships*

'Have your say'

In order to better understand the sector's thinking for this aspect, IMO carried out an online consultation called 'Have Your Say.' The consultation took place from May to October 2013, where ship masters, senior officers and ships' crews participated.

The experiences of ships' crews were of a particular interest. As IMO noted: *The vast amount of administrative requirements, seen as a whole, together represents a huge administrative burden for the company and crew on board*

A major finding was that 66% of the administrative requirements that the consultation touched upon, - 351 out of the total of 563 - were not considered as being a burden by any of the respondents. In fact, one respondent stated that the administrative burdens resulting from IMO instruments were "the very minimum" by comparison.

Despite the fact that some administrative requirements can be justified, their volume leads to a number of bureaucratic tasks. This keeps the crew from actually manning and operating the ship, something that could set safety at risk.

In the same wavelength, in an interview with SAFETY4SEA, [Mr. Andreas Nicolaou, Managing Director at Dromon Bureau of Shipping](#), argued that the road to a robust safety culture in the maritime industry is not to add new standards, but to ensure the effective implementation of the existing standards.

In this respect, Mr. Nicolaou added that the industry is characterized by an administrative burden that tends to discourage seafarers from their prime duties.

Moreover, the survey respondents believe that inspectors focus extensively on ensuring compliance with the correct procedures and establishing that the necessary. This practice essentially evaluates the quality of the oversight system, and does not sheds light on the quality of the ship and the crew.

Now, a more careful analysis of each of the 182 administrative requirements (out of the total of 563) that were perceived as burdensome, indicates that many respondents identify that problems with excessive paperwork are related to regulatory compliance. There are many comments calling for 'urgent change', which could be achieved through working with "smart" databases on websites which have secure access. This practice would be able to rationalise the compliance with administrative requirements.

This is indicative of a new, IT-savvy generation seriously questioning the necessity of keeping multiple records covering the same event or subject matter, and asking why inspectors seemingly spend more time poring over a ship's certificates than physically looking over the ship

IMO explained.

Reducing administrative burdens

To mitigate these burdens, it was suggested that certificates should be posted on a website with access provided to accredited authorities. This would be a type of 'ships Facebook', as one respondent put it.

In addition, the consultation concluded that there is a problematic culture with bureaucracy which needs to change. Specifically, the tendency to 'smother everything we do with paper' is indicative of a blame orientated and litigious culture. This encourages the increase of paperwork in order to prove compliance with relevant procedures.

Debating on these administrative burdens, the Ad Hoc Steering Group for Reducing Administrative Requirements (SG-RAR), established by the Council at its 108th session in 2012, evaluated the responses and developed recommendations on how to limit administrative burdens. The recommendations are presented below:

Recommendations

1. **Use electronic means for reporting:** IMO should ensure that requirements to provide information to and from IMO could be fulfilled by electronic means.
2. **Establish IMO web-based information portal:** A web-based, secure information portal to fulfil reporting requirements should be established by IMO.
3. **Recognize electronic certificates:** Electronic certificates should be recognized as equivalent to original paper certificates and similar documents.
4. **Accept electronic record-keeping:** Electronic recording of information should be accepted as a full alternative to paper versions.
5. **Recognize electronic documents (other than certificates):** Electronic versions of documents required to be carried on board should be recognized as equivalent to original paper documents.
6. **Avoid multiple reporting:** Reporting to a single entity should be introduced to avoid the need to report the same information to multiple entities, in particular in cases of accidents.
7. **Accept other electronic solutions:** Particularly burdensome administrative requirements should be reviewed to ensure universal acceptance of electronic or software solutions.

8. **Improve maritime security awareness:** More work needs to be done to explain the reasons that led IMO to adopt the security provisions in SOLAS Chapter XI-2 and the International Ship and Port facility Security Code (ISPS Code), as these are perceived as burdensome and disproportionate.
9. **Avoid accumulation of administrative requirements:** When developing regulatory proposals, it is important to pay attention to the burden that can arise from the combined effect of two or more administrative requirements, which may not be burdensome on their own.
10. **Avoid burdens from non-mandatory instruments:** Fulfilling guidelines and other non-binding instruments often involves administrative tasks that add to the burden associated with mandatory administrative requirements. Such potentially adverse consequences must be taken into consideration when introducing non-binding instruments.
11. **Adopt IMO resolution on efficient regulation:** The IMO Assembly should adopt a resolution reaffirming the Organization's commitment to efficient regulation and ensure that the regulatory process systematically addresses the problems of duplication, complexity, and lack of coherence and transparency.
12. **Monitor and review existing regulations:** No piece of legislation should be written in stone. It is important to keep an open mind on the continuous relevance, adequacy and effectiveness of existing regulations. Regulations that have become out-of-date, superfluous, inappropriate or ineffective should be removed, based on the changing needs of the shipping industry and technological advances.
13. **Increase efforts to avoid future administrative burdens:** Every effort should be made to identify possible burdens before approving proposals for developing new regulations or amendments to existing regulations. It is recommended that the IMO Council amends procedures to ensure that the checklist for identifying administrative requirements and burdens is strictly applied and also identifies possible electronic solutions.

OUR RECOMMENDATIONS

- 1 RECOMMENDATION 1 USE ELECTRONIC MEANS FOR REPORTING**
IMO should ensure that requirements to provide information to and from IMO could be fulfilled by electronic means.
- 2 RECOMMENDATION 2 ESTABLISH IMO WEB-BASED INFORMATION PORTAL**
A web-based, secure information portal to fulfil reporting requirements should be established by IMO.
- 3 RECOMMENDATION 3 RECOGNIZE ELECTRONIC CERTIFICATES**
Electronic certificates should be recognized as equivalent to original paper certificates and similar documents.
- 4 RECOMMENDATION 4 ACCEPT ELECTRONIC RECORD-KEEPING**
Electronic recording of information should be accepted as a full alternative to paper versions.
- 5 RECOMMENDATION 5 RECOGNIZE ELECTRONIC DOCUMENTS (OTHER THAN CERTIFICATES)**
Electronic versions of documents required to be carried on board should be recognized as equivalent to original paper documents.
- 6 RECOMMENDATION 6 AVOID MULTIPLE REPORTING**
Reporting to a single entity should be introduced to avoid the need to report the same information to multiple entities, in particular in cases of accidents.
- 7 RECOMMENDATION 7 ACCEPT OTHER ELECTRONIC SOLUTIONS**
Particularly burdensome administrative requirements should be reviewed to ensure universal acceptance of electronic or software solutions.
- 8 RECOMMENDATION 8 IMPROVE MARITIME SECURITY AWARENESS**
More work needs to be done to explain the reasons that led IMO to adopt the security provisions in SOLAS Chapter XI-2 and the International Ship and Port Facility Security Code (ISPS Code), as these are perceived as burdensome and disproportionate.
- 9 RECOMMENDATION 9 AVOID ACCUMULATION OF ADMINISTRATIVE REQUIREMENTS**
When developing regulatory proposals, it is important to pay attention to the burden that can arise from the combined effect of two or more administrative requirements, which may not be burdensome on their own.
- 10 RECOMMENDATION 10 AVOID BURDENS FROM NON-MANDATORY INSTRUMENTS**
Fulfilling guidelines and other non-binding instruments often involves administrative tasks that add to the burden associated with mandatory administrative requirements. Such potentially adverse consequences must be taken into consideration when introducing non-binding instruments.
- 11 RECOMMENDATION 11 ADOPT IMO RESOLUTION ON EFFICIENT REGULATION**
The IMO Assembly should adopt a resolution reaffirming the Organization's commitment to efficient regulation and ensure that the regulatory process systematically addresses the problems of duplication, complexity, and lack of coherence and transparency.
- 12 RECOMMENDATION 12 MONITOR AND REVIEW EXISTING REGULATIONS**
No piece of legislation should be written in stone. It is important to keep an open mind on the continuous relevance, adequacy and effectiveness of existing regulations. Regulations that have become out-of-date, superfluous, inappropriate or ineffective should be removed, based on the changing needs of the shipping industry and technological advances.
- 13 RECOMMENDATION 13 INCREASE EFFORTS TO AVOID FUTURE ADMINISTRATIVE BURDENS**
Every effort should be made to identify possible burdens before approving proposals for developing new regulations or amendments to existing regulations. It is recommended that the IMO Council amends procedures to ensure that the checklist for identifying administrative requirements and burdens is strictly applied and also identifies possible electronic solutions.

IMO Works to Clamp Down on Illicit Shipping Practices

By Jonathan Saul LONDON, April 4 (Reuters) – The United Nations' shipping agency is working on tougher measures to clamp down on rogue shipping companies trying to use flag registries fraudulently to conceal their activities, officials said.

All commercial ships have to be registered – flagged in a particular country – partly to comply with safety and environmental laws.

With international and U.S. sanctions imposed on countries including North Korea, Iran and Syria, some ships involved in such trade have used tactics to sidestep the measures including turning off their location transponders and falsely reporting their flag registry, also to secure insurance.

Drug and weapon smuggling are among other areas of trade in which front companies attempt to conceal their activities to avoid being detected.

The International Maritime Organization (IMO) agreed on a series of measures after a committee session last week which included the creation of a comprehensive database of registries and ways to improve information on the illegal registration of ships, the IMO said.

Other recommendations included enhanced verification of vessels through their unique IMO numbers and adherence to the requirement for an onboard record of a ship's history.

The IMO will also work with the U.N. Security Council to create a searchable database that would show vessels subject to U.N. resolutions. The work is expected to be completed in 2021.

“Experience has shown that the *raison d’être* of fraudulent registries is to conceal illicit activity on board vessels, including activities prohibited by United Nations sanctions,” the United States said in one submission to the IMO.

Multiple countries have reported to the IMO that their registries had been used without the knowledge of the maritime authority for fraudulent purposes through fake documents or even maintaining the flag after it had been terminated.

Tanzania said it had experienced more than 20 cases of the fraudulent use of its flag since 2016, discovered after collaboration with other countries.

Ukraine, meanwhile, says shipments from Crimea violate Western sanctions and has complained to the IMO, asking member states to de-list any vessels involved. Crimea has been under Western sanctions since Russia annexed it from Ukraine in 2014.

In a statement to the IMO, Vitalii Moshkivskyi, Ukraine's deputy permanent representative, pointed to “more than 80 ships unlawfully registered in the closed seaports in Crimea.”

Moshkivskyi said such activity had “grave implications for the safety and security of navigation.”

A spokesman with the Russian Federal Agency for Maritime and River Transport declined to comment. (Additional reporting by Gleb Stolyarov in Moscow; Editing by Dale Hudson)

New guidance on arrested-detained vessels and abandoned seafarers

[SEAFARERS](#) | 05/04/19 -ISWAN, in partnership with InterManager, ICS, ICMA and ITF, issued a new booklet, entitled 'Arrested and Detained Vessels, and Abandoned Seafarers', providing guidance to welfare organisations dealing with incidents of seafarers being abandoned and vessels being arrested or detained.

The new guidance outlines the responsibilities of the authorities and other organisations that might become involved when problems are identified aboard a vessel whilst in port.

The booklet builds on information contained in guidance originally produced by the UK Merchant Navy Welfare Board, and is designed to be adapted by other national welfare boards to suit their particular circumstances.

In cases of abandonment it is often difficult for affected parties to know what needs to be done, who needs to be contacted and how progress can quickly be made to get seafarers returned home in a short time. It is hoped that if parties involved in supporting affected seafarers follow the advice contained in this document, cases will be able to be resolved much quicker to the benefit of both the affected seafarers and their families, ...said Natalie Shaw, Director Employment Affairs at ICS.

What to do in cases of abandonment

The report offers a number of recommendations for organisations to deal with crew abandonment cases:

1. Be alert to early potential signs of abandonment and take action as appropriate.

- Supplies of food, water and fuel are low and the crew don't know when more supplies will arrive
- Crew members are working with expired contracts/employment agreements
- Crew members have not been paid
- The shipowner has not paid for supplies or other services

2. If the seafarer is abandoned, the local port State control authority, the flag State and the embassy of the country of nationality should be made aware of the situation. In addition, it is worth making contact with the local ITF Inspector or trade union representatives and welfare providers.

3. If the seafarer wants to return home, has not been paid wages or needs food, accommodation, drinking water etc., they should seek to activate the financial security system by contacting the financial security provider identified on the certificate or document posted on the vessel. A representative of the seafarer can make contact with the financial security provider on the seafarer's behalf.

4. If the vessel is not covered by MLC, seafarers should seek immediate assistance from a Port State Control Officer, an ITF Inspector, local trade union representative, or welfare agency or by contacting ICS.

5. Report the abandonment to the Joint IMO/ILO Database on reported incidents of abandonment of seafarers. The ICS and ITF can assist with the reporting process.

6. If the shipowner or their insurer will not act, this should be brought to the attention of the flag State in the first instance.

7. If urgent assistance is required, and there is no other help available, **contact an appropriate welfare organisation or the ITF, to see if an application can be made for urgent assistance from the Seafarers Emergency Fund.**

8. **Contact SeafarerHelp** at www.seafarerhelp.org

No seafarer should have to go through the experience of abandonment. Unfortunately, the rate of abandonments around the world remains high and difficulties in resolving these cases persist. Given the hardship faced by abandoned seafarers, it is crucial that assistance is provided as quickly as possible. We hope that this guidance will help concerned parties in providing this assistance as we work towards eliminating the scourge of abandonment, ...noted Dave Heindel, Chair of the ITF Seafarers' Section.

Port states need a global regulator

Paul Gunton [Shiplnsight](#) 25 January 2019

It has long been one of my hobbyhorses that there is no equivalent of IMO for port states. Without one, shipping lacks a lot of vital support facilities while planning for future trends in global trade is uncoordinated and haphazard.

I have been prompted to saddle up for another ride by three events I have attended in the past couple of weeks, which I'll come to in a moment, but first I'll remind you that IMO is an organisation of flag states but some of its conventions require shoreside action. MARPOL, for example, with its requirements for waste reception facilities and the BWMC, which has [Guidelines for sediment reception facilities](#).

Those guidelines make one of my points. "The guidance is also *intended to encourage* a worldwide uniform interface between such facilities and the ships," they say. Those are my italics: there is no IMO mandate to establish a uniform interface.

And the guidelines "are not intended in any way to replace or adversely impact any local or national requirements ... concerning the disposal and/or treatment of sediment from ships ballast water tanks." So local rules trump IMO's convention requirements.

In short, there are no international requirements or standards against which port states can be measured or challenged.

IMO is doing what it can from a practical point of view and its Global Integrated Ship Information System ([GISIS](#)) includes a valuable database of port reception facilities that is accessible by anyone who completes a simple registration. Among other things, it currently lists 571 alleged inadequacies at ports around the world. But where is the organisation that can require port states to bring their facilities up to scratch?

If one existed, I am sure that many of the representatives at its meetings would be the same people who make IMO's headquarters their second home. So why does it matter that there is no equivalent body?

It matters because, as one IMO delegate who shares my frustrations once put it to me, when they are in London, they vote with their flag state hats on, but as soon as they go home, they often put on their port state hats and the domestic commitments they have just supported are put to one side.

My hobbyhorse was fed some hay at [a briefing](#) by the World Maritime University (WMU) and the International Transport Workers Federation (ITF) on 15 January about a study WMU has published about the future impact of automation on workers across the transport sector.

Because of that broad spectrum, discussion touched not just on shipping but also on road, rail and ports. It prompted WMU's president, Dr Cleopatra Doumbia-Henry, to say that bringing regulation for all the different modes together was a challenge. Aviation has ICAO and international labour laws are coordinated by the ILO, she said. As for IMO, it regulates shipping and ports "somehow fall within it" for "the ship-to-shore part." But there is nothing specifically to regulate port state responsibilities.

There are global port organisations, such as the International Association of Ports and Harbors (IAPH), but it is not a regulator, she pointed out. There should be, she said, a "common set of standards so that whatever port operations may be [conducted], their technical standards are universally agreed upon." I couldn't have put it better myself.

Two days later, on 17 January, I took part in the latest of a series of round table events that are organised by a Norwegian PR company but held in London. They bring together executives from diverse companies and members of the specialist media are invited to take part in a stimulating couple of hours of discussion. [I later reported](#) on remarks made that day by Martin Stopford, president of Clarkson Research.

But his were not the only thought-provoking comments. Richard Westgarth, head of campaigns for BMT Global, spoke about "the fourth industrial revolution", as defined by the World Economic Forum. This will involve "shifting the whole way we think about the world we live in." Among other things, he said, we need to look beyond shipping and reflect on how it relates to ports, on how they will interact with evolving smart cities and how both ports and cities should be incorporated into national infrastructure planning. It is not yet happening, he said, "and that's a growing problem."

He said much else besides, which I will cover in a later article, but those brief comments reflect a secondary aspect of my – and Dr Doumbia-Henry's – concern. In the same way that ports should, like shipping, have a global regulatory umbrella, so they should also become part of a Grand Conversation about national and international logistics.

This cropped up again at the third fascinating event I attended, hosted by class society Bureau Veritas on 22 January. On the face of it, it was simply a briefing about that organisation's current situation; "there's no breaking news for you today," we were told.

Maybe not, but there was sustenance for my steed. One of the speakers, BV's global technology leader for sustainability Panos Koutsourakis, included a slide that listed incentives offered by four of the many ports that offer financial incentives for ships, based on their [Environmental Ship Index](#) (ESI) scores. These are calculated under a scheme run by the World Ports Sustainability Program, which was itself set up in 2017 by IAPH. In all, 56 ports and other organisations have signed up for the ESI scheme, including Rotterdam (main picture) where intermodalism is taken for granted.

The scheme awards points to ships that, for example, use cleaner fuels or new technologies to reduce emissions, but the incentives vary from port to port. Some countries also offer incentives, Panos said, naming Singapore and Sweden in particular.

I welcome these initiatives but I believe it would be better if there were a truly international scheme, with consistent incentives that only a port-based body of IMO's standing could create.

I asked Panos after his presentation whether he thought an international incentive scheme would be a better solution. "Yes, of course," he said without hesitation. But when I asked him how that might be done, he paused for thought. He suggested that port state control MoU agreements might be adjusted. There is a clause in the Paris MoU that covers financing, he said, so if that could be changed to bring in incentive schemes, "it might be useful." Yet even if every port state control MoU did the same, it would still only be a regional approach. A global scheme could encourage shipowners to invest the sums needed to install emissions-reducing technology, he said.

He is right. And this may be the route towards establishing the body that I believe is needed. Not only would it improve implementation of the port-related requirements from IMO conventions, but it would provide a forum that would drive worldwide planning for interconnected logistics and infrastructure and bring a consistency to emissions-reduction schemes that would give owners and operators the certainty they need to invest.

I am sure I will be riding this hobbyhorse for a long time before that body has been created, but the events I have attended this month have given me hope that I am not alone in this quest. [Email me](#) now and say whether you are with me on this journey.

The future is as murky as ever despite green ideals

By Sue Terpilowski -April 10, 2019

This year as with last year and probably next year, the emphasis will be on the environment and young people. No matter how much the maritime world tries to wriggle free of the environmental demands coming their way, the truth is that the big winners in the near future will be those adopting and adapting to the calls for more them to act more responsibly.

Late in 2018 The Global Maritime Forum announced its first Future Maritime Leaders essay competition to generate ideas from young people on how current trends will eventually shape the future of the maritime industry and the world in general. This is brave thinking: anyone who can predict the way the industries affecting the seas will work out in the next 20 years deserves a medal. The pressures from environmental lobbyists show little signs of abating. Everything from emissions to shipbreaking issues have been centre stage recently. As January 1 2020 gets closer the pressure to be compliant with the new IMO low sulphur cap will hit home.

Digital technology is driving the maritime industry but it comes at a price as seafarers and those in other parts of the maritime sector find themselves without future roles. The biggest winners in these industries will be the technology companies, although the wise sages of modern social life will tell us that we will all benefit from a healthier planet.

The shipping world in particular has often been slow to change and this is currently evident in the continuing debates surrounding the IMO sulphur cap. We forget the world revolves around business, or is at least partly propelled by it, so the clamour to reduce investment and move away from certain technologies is understandable but hard to sometimes accept. What is missing is often a sense of proportion when evaluating

the future. In the complex maritime world there is always somebody wanting to cling onto the old ways no matter what the cost to the environment. This is not a universal view: luckily we still have those fervent enough to tell us that without a planet to live and work on, we'll all be up a creek without a paddle!

10 Shipping Terms every International Shipper should know

By **Baibhav Mishra**-April 11, 2019

COD, CYCY, DM, and DT. Say what? For an untrained ear, this is just gibberish. To international shippers, however, it is a different story. Understanding shipping terms is absolutely crucial when transporting goods across the globe. That being said, it is not easy to remember exactly what the various abbreviations stand for. Luckily, we have created this quick reference guide for you to return to whenever memory fails you.

The importance of understanding shipping terms

Before we go into detail about the most commonly used shipping terms and what they stand for, let us have a quick look at the importance of understanding shipping terms.

Shipping goods across the globe is far more complex than just transporting an object from point A to B. There are a number of procedures and regulations in place to ensure the goods are safely delivered to their final destination.

Keeping track of shipping terminology is crucial as these terms play a fundamental role for everyone involved in the shipping process. By understanding important terms, you can avoid misunderstandings and minimise errors in the supply chain.

Now, let us have a look at some of the most commonly used shipping terms that every shipper should know.

Incoterms – International Commercial Terms

When purchasing or selling goods, the goods need to be moved from their origin to their destination. The best way to do this is to negotiate at the point of purchase how it is going to be accomplished. But in order for both parties to understand and agree on the particulars, they have to speak the same language and agree on what the terms actually mean.

Incoterms is short for International Commercial Terms. They are a series of pre-defined commercial terms published by the International Chamber of Commerce. The terms are intended primarily to clearly communicate the tasks, costs, and risks associated with the transportation and delivery of goods.

COD – Change Of Destination

Imagine that your goods have been loaded onto a container ship and are now on their way to their destination. And for some reason, you realize you have to change the destination!

No need to panic. This is when it is time to request a COD – a Change Of Destination. This is a request asking the container ship to discharge your container and transport your goods to another destination than what was originally booked.

CYCY – Container Yard to Container Yard

CYCY is short for Container Yard To Container Yard. A container yard is a port facility where containers are stored before they are loaded onto a ship or after they have been discharged from a ship. The shipping term CYCY

explains that the responsibility of the carrier begins (port of loading) and ends (port of discharge) at the container yard.

DM – Demurrage

Demurrage is a fee that container lines charge when you haven't picked up your imported containers in time. When your containers have been discharged, there is a free period for storing them in the port (provided by the container line). You have to pick up your containers before the free period expires. If not, you are charged for the number of days your containers were left in the port.

You can also be charged for demurrage fees if you have containers that cannot be shipped out by the container line due to, for example, customs problems. You are then charged for the number of days your containers have to be stored in the port.

Rollover – The container was never loaded onto the ship

It sometimes happens that containers get rolled. This means your container didn't make the vessel. Not having your container loaded onto the ship may happen because of customs problems, overbooking, or vessel omissions. Your carrier will reschedule your shipment and place your container on the next departing ship.

DT – Detention

Detention is a fee that you have to pay if you have picked up your imported containers but didn't return them to the shipping line in time. You will then have to pay for the extra number of days it took for you to return the containers. You can also be charged for demurrage fees if you have containers that cannot be shipped out by the container line because you didn't return them in time. You will then have to pay for the extra number of days the containers have been in your possession.

Port Storage

When your containers have been discharged from a ship, they are moved to a container yard. The port provides a free period of storage (not to be confused with the free period demurrage provided by container lines). During this period, you have time to take care of customs clearance procedures and transport your goods to a warehouse or the final destination. This is important to ports as lack of space may affect port productivity and cause port congestion. If you do not clear your goods and move your containers in time, the port can charge you for Port Storage.

FCL (Full Container Load) & LCL (Less than Container Load)

FCL is short for Full Container Load. This means you have enough goods to stuff an entire container. LCL is basically the opposite. It is short for Less than Container Load and means you do not have enough goods to stuff an entire container. Instead, your individual consignment is combined and shipped together with other consignments in the same container. At the port of destination, the consignments are separated back into their original individual consignments.

LCL is often beneficial for small or midsize businesses that don't have very large goods volumes but cannot afford to miss delivery deadlines. It often allows for savings on freight costs as the goods are shipped at lower rates. Sharing space also makes LCL an eco-friendly alternative.

Bill of Lading

The Bill of Lading is a legal document issued by a carrier to a shipper including shipment details such as the type of goods, quantity, freight rate, and destination. It represents the agreement between the parties involved and

helps guarantee that exporters receive their payment and importers receive their goods. The bill of lading also serves as a shipment receipt.

Stuffing & Stripping

The last shipping term I'm going to share with you is the most straightforward: Stuffing is the process of loading a container with loose goods prior to shipment. Stripping is the process of unloading a container when it arrives at the port. As simple as that!

Do you know why is a ship called she?

English grammar says we use 'it' to refer to things, while 'he' and 'she' are personal pronouns and should only be used for people. However, language has it to use 'she' when we refer to ships and boats, something that has its roots in the very old times. "Ships are referred to as 'she' because men love them" or "like a woman, a ship is unpredictable", tradition used to say. But seriously, what is lagging behind this language idiom?



The ship as a feminine noun was firstly seen when shipping made its emergence to the world, which means from the early 18th century, when it was more than normal only for men to be onboard ships. A traditional prose existing till today used a sexist approach to justify this:

"It takes an experienced man to handle her correctly and without a man at the helm, she is absolutely uncontrollable," or *"Love her, take good care of her, and she shall take good care of you,"*

But, in view of the global discussion on gender equality over the last century, we can understand that these explanations constitute at least a superstition and this encompasses far more than just that. Even if we accepted this explanation from a linguistic point of view, we cannot overlook the fact that ships are not uncontrollable anymore!

As such, we attempted to provide a series of possible alternative justifications:

1. Technically, the idea is that we use 'he' or 'she' when the subject of the sentence relates to people and 'it' when the subject relates to animals or things. However, **when the relationship with the subject is personal, it is extremely common to use 'he' or 'she'** for animals, depending on their gender, or even inanimate objects. In this regard, sailors, who have been traditionally men in this male-dominated industry over the years, may have established referring to their vessels as 'she'.
2. Another explanation possibly lies in the traditional ties to **religion and the idea of goddesses and mother figures playing a protective role** in looking after a ship and crew. In this respect, we often see ships named after feminine names. Christopher Columbus' ship, one of the most famous ships in history which sailed the Atlantic, was called "La Santa Maria", named after the Virgin Mary.
3. If we want to take a look strictly linguistically, this lingual peculiarity can be possibly traced to the fact that **the gender of the Latin word for "ship" — Navis — is feminine.**

However, the most possible scenario explaining this phenomenon is a combination of the above: The 'ship as she' is a linguistic habit **as a leftover from tradition**, a reflection of a world which saw women as a mystery of the world, like Mother Earth and Mother Nature, someone whose purpose and utility is to carry life on the one hand, but 'needs a man to handle her' on the other.

Needless to say, the 'ship as a she' phenomenon has been in steady decline, with many shipping registries and journalistic sites calling ships 'it' for years now.

Namely, Cambridge dictionary also says we usually use 'it' to refer to countries, vehicles and machines, and that although some traditional styles have it using 'she', **"this is now considered inappropriate by many people"**.

In any case, personifying an object either in the male or the female form, both linguistically and symbolically, maybe now something of an anachronism, taking into consideration all the social fights for eliminating the tendency of self-defining by gender.

World map of dredger owners

Using IHS Markit's World Fleet statistics, DPC has broken down the numbers of the global dredging fleet by the country of where companies owning vessels are registered. Looking at the top 10 table below, Chinese companies own 90 vessels altogether, followed by Dutch, Belgian, and Indian owners.

Together, India and China provide a dredging hub in the east, while the Netherlands and Belgium serve as western counterpart in terms of numbers.

As a comparison, look back to DPC December 2018 to see where dredgers have been deployed over the course of 2018 in Europe.



IMO 2020

Taking bold action to clean up shipping emissions by reducing sulphur

+ HEALTH & ENVIRONMENT – THE FACTS



- More than **570,000** premature deaths avoided (2020-2025)
- **68%** overall reduction in shipping's negative effect on human health through air pollution



Significant reductions in:

- stroke
- asthma
- cardiovascular disease
- lung cancer
- pulmonary disease



Cutting sulphur emissions helps prevent acid rain, which means:

- less harm to crops, forests and aquatic species
- tackling ocean acidification



WHERE?

- Health benefits felt globally
- Strongest in coastal communities
- Major impact in vulnerable areas: Asia-Pacific, Africa and Latin America



HOW?

0.50% reduced from 3.50%
– significantly less sulphur permitted in ships' fuel

77% drop in overall SOx emissions from ships (2020-2025)



WHEN?

- From **1 January 2020**

#IMOSulphurLimit

#BreatheLife

#BeatAirPollution

(Source: University of Delaware study, February 2018; "Health Impacts Associated with Delay of MARPOL Global Sulphur Standard" presented by Finland to IMO, August 2016)



THE WORLD'S BUSIEST PORTS

VOLUME BY MILLION TEU* (2016)

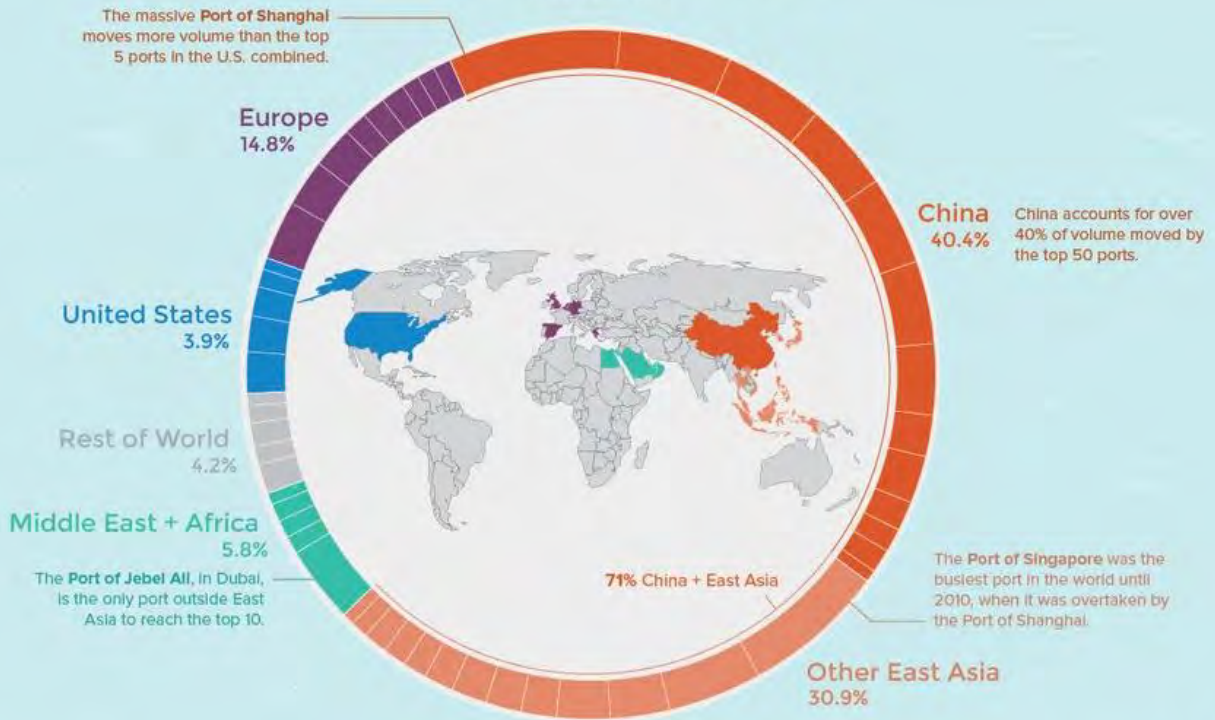
In 2006, only 3 of the top 10 ports were located in China.



*20 foot equivalent unit or standard 63 meter shipping container

TOP 50 CONTAINER PORTS

SHARE OF VOLUME



SOURCE: World Shipping Council

visualcapitalist.com