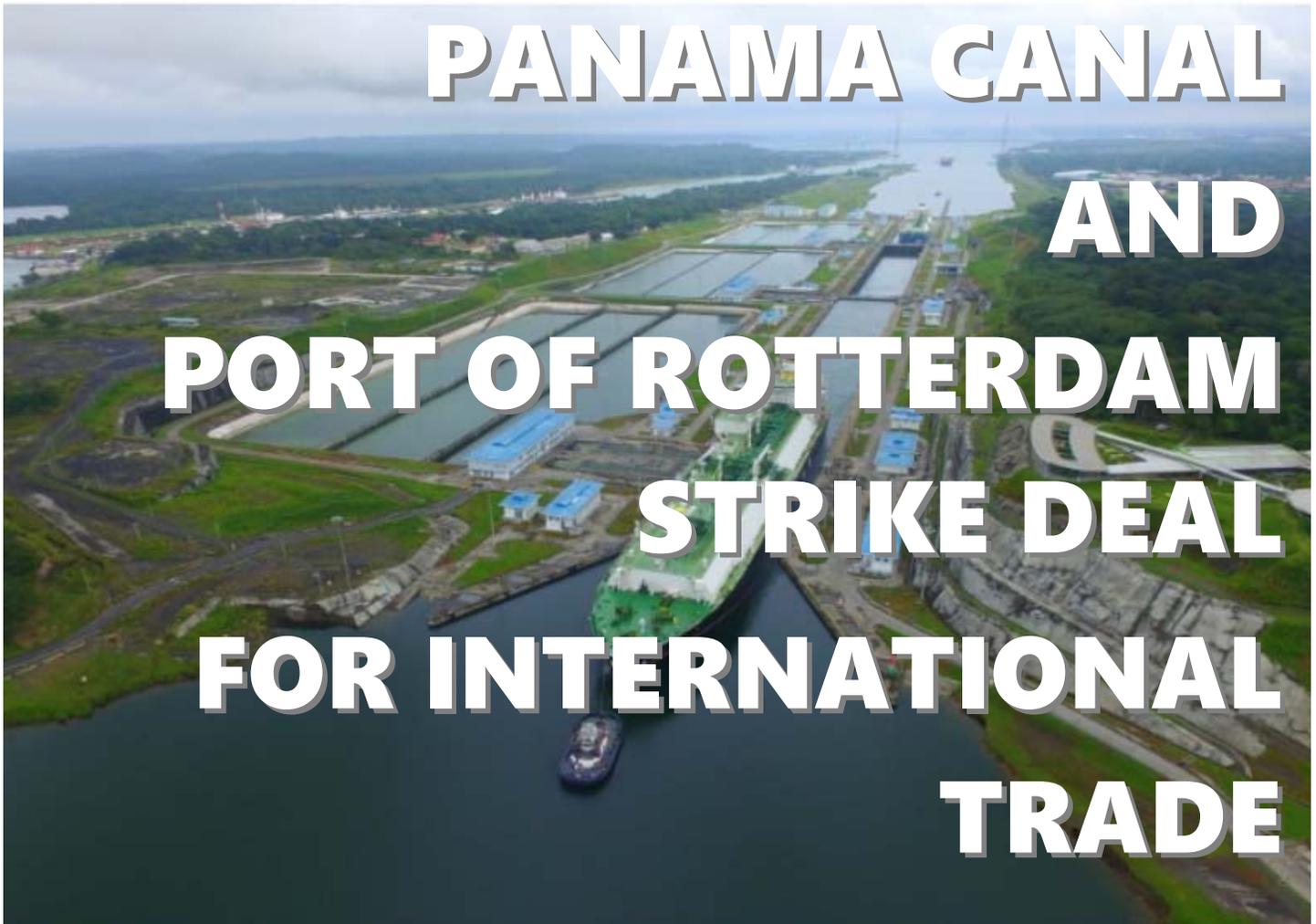




# IN INTERNATIONAL SHIPPING

September 11th 2019



## **PANAMA CANAL AND PORT OF ROTTERDAM STRIKE DEAL FOR INTERNATIONAL TRADE**

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## **IMO TO ACT ON BULK CARGO LIQUEFACTION TRAINING AND CONTAINER LASHING**

The session is expected to finalize the work to develop draft amendments to the CSS Code related to weather-dependent lashing, aimed at ensuring the highest level of cargo securing, taking into account expected weather and other factors. **P. 3**

## **"SHIPTECH" TO BE WORTH \$280BN WORLDWIDE BY 2030**

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# PANAMA CANAL AND PORT OF ROTTERDAM STRIKE DEAL FOR **INTERNATIONAL TRADE**

**The Panama Canal and the Port of Rotterdam have signed a Memorandum-of-Understanding (MoU) to promote international trade between Europe and the West Coast of South America.**

According to a statement, the two parties will work closely to optimize operations while encouraging economic growth and the exchange of information. This will be particularly relevant to new business development opportunities, including logistics parks and port development projects.

The MoU is renewable after two years and will allow both parties to share information on their technological capabilities, particularly around increasing efficiency and cost reduction for international trade.

Additionally, the MoU commits both to share a commitment to sustainable shipping. They have already collaborated closely through their work as members of the Global Industry Alliance (GIA), an initiative of the IMO.

The agreement has come at a time of significant growth for the Port of Rotterdam and the Panama Canal. For example, the Port of Rotterdam broke its half-year transshipment record when it carried 240.7 million tons, an increase of 3.4% on 2018.

The Panama Canal set a new record of 1.76 million Panama Canal tons on August 16, 2019, shortly before welcoming the 7,000th Neopanamax transit since the inauguration of the Expanded Canal in 2016.

## NEW ADMINISTRATOR TAKES THE HELM AT PANAMA CANAL

The Panama Canal has welcomed its new Administrator as Dr. Ricaurte Vásquez Morales took the office for a seven-year term on September 5.

Vásquez was sworn-in during a ceremony held at the Panama Canal Administration Building in Panama City, according to recent reports, becoming the fourth Panamanian Administrator of the waterway shortly before it celebrates its 20th year under Panamanian administration on December 31, 2019.

His appointment takes place during a period of unprecedented growth and record-breaking tonnage for the waterway, set forth by the opening of the Expanded Canal in June 2016.

Vásquez takes over the role from Jorge L. Quijano, who was Canal Administrator since September 2012. Quijano led the Canal until the finalization of its Expansion Program, the largest enhancement project ever undertaken by the waterway.

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## PANAMA CANAL AND PORT OF ROTTERDAM STRIKE DEAL FOR **INTERNATIONAL TRADE**

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Rafael Pirro, Vice President for Complementary Business, Panama Canal, said: “The Expanded Canal continues to reshape global trade routes today, reinforcing our position as the logistics hub of the Americas.

*“We are proud to be partnering with the Port of Rotterdam to ensure our customers experience the most efficient, consistent service and develop new business opportunities.”*

The Port of Rotterdam has recently confirmed that the first World Ports Climate Action Programme (WPCAP) International Climate Congress will take place in May 2019, an event that will see major global hubs come together to make operations more environmentally friendly.

Source: Port Technology

## IMO TO ACT ON **BULK CARGO LIQUEFACTION** **TRAINING AND CONTAINER LASHING**



A new IMO Model Course on Safe Handling and Transport of Solid Bulk Cargoes is expected to be validated by IMO's Sub-Committee on Carriage of Cargoes and Containers when it meets this week (CCC 6, 9-13 September).

The course will focus on the mandatory measures for handling and transport of solid bulk cargoes outlined in the International Maritime Solid Bulk Cargoes (IMSBC) Code. The course will cover all solid bulk cargoes, including those which may liquefy when moisture limits are reached and

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## IMO TO ACT ON **BULK CARGO LIQUEFACTION TRAINING AND CONTAINER LASHING**

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cause instability of the ship. These cargoes require that particular attention is paid to testing and recording moisture limits before loading.

Under its ongoing work on containers, the Sub-Committee will also consider proposed amendments to the inspection programs for cargo transport units carrying dangerous goods. The session is also expected to finalize the work to develop draft amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) related to weather-dependent lashing, aimed at ensuring the highest level of cargo securing, taking into account expected weather and other factors.

The Sub-Committee will also be looking at matters related to newer types of fuel, under the agenda item on the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code). Draft interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel are expected to be finalized. Another set of draft interim guidelines being developed covers the safety of ships using fuel cell power installations.

The meeting was opened by IMO Secretary-General Kitack Lim and is being chaired by Maryanne Adams of the Marshall Islands.

*Source: Maritime Executive*

# “SHIPTECH” MARKET TO BE WORTH \$280BN WORLDWIDE BY 2030

New and original research into maritime startups conducted for Inmarsat by UK GovTech venture firm and research house, PUBLIC, has reportedly concluded that more bandwidth connecting ships to shore at lower cost than ever before is empowering a new breed of single-minded innovators to bring the true benefits of digitalisation to the shipping and offshore sectors.

The report, *‘Trade 2.0: How Startups are driving the next generation of maritime trade’*, co-authored by Nick Chubb and Leonardo Zangrando, has located the maritime sector at an inflection point; open to big data, blockchain, artificial intelligence (AI) and cloud computing, at a time when emissions regulations are pushing it away from the fossil fuels that have framed its business model.



Ronald Spithout, President,  
Inmarsat Maritime

Estimating that the Ship Technology (ShipTech) market is worth US\$106bn as a whole today, the report has predicted its value rising to US\$278bn by 2030. Significantly, in what represents the first ever market value estimate, it goes on to predict exponential growth for maritime startups. The projection is based on direct input from 100 startups and two years of tracking 240 active startups by the authors’ database of maritime innovation.

The report has said that, in 2018, just US\$4.2bn (£3.4bn) of digital spending went to startups and small innovators, with the rest going to corporations that also sell operational technology and hardware. **However, as barriers to consume digital services at sea come down, the total spending on digital services from startups and small to medium sized enterprises (SME) will rise to over \$111bn by 2030, representing a compound annual growth rate of 120%.**

Welcoming the research, Ronald Spithout, President Inmarsat Maritime has reportedly said: *“These are exciting results for our industry, showing that startups and investors should see maritime as offering significant mar-*

*“...As barriers to consume digital services at sea come down, the total spending on digital services from startups and small to medium sized enterprises (SME) will rise to over \$111bn by 2030, representing a compound annual growth rate of 120%.*

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# “SHIPTECH” MARKET TO BE WORTH \$280BN WORLDWIDE BY 2030

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*ket opportunities for the next ten years.”* The findings also align closely with group investments and Inmarsat’s role as an enabler of maritime digitalisation with close to 7,500 VSAT installations completed, says Spithout. In 2019 alone, Inmarsat has launched the shipping industry’s first Internet of Things (IoT) platform (Inmarsat Fleet Data), added partners to its Certified Application Provider programme, worked with startups through the Inmarsat Digital Incubation scheme and backed two high profile maritime accelerator programmes.

Inmarsat has joined forces with startup programmes Rainmaking Trade and Transport Impact (T&TI) and Bluetech Accelerator, which support the potential of the IoT in maritime, ports and the supply chain. Inmarsat seeks to help innovators find a route to market via the high-speed Inmarsat communications infrastructure that connects over 160,000 vessels, ports, road and rail networks worldwide.

The new report indicates that maritime startups raised nearly \$200m in venture capital investment in 2018, just four years after the creation of the world’s first accelerator dedicated to the sector. Last year, 25 programmes existed, with 226 startups collectively ‘graduated’ to date.

Also featured are case studies of startup solutions to enhance ship and port operations, and ship management. These include drone-based remote inspection from RIMS BV, approved by nine class societies, and the automated crew travel system from C Teleport.

Inmarsat also highlights the fact that several of the standout innovators are UK-based. **These include: Workrest, a smart crew logger of rest hours for any device, to ensure compliance; Green Sea Guard, a sensor-in-funnel plus reporting solution to verify emissions compliance; the HiLo solution to reduce risks by recording, analysing and feeding back data on ‘high frequency, low impact’ incidents to ships; and the constantly updated and voyage-specific BunkerEx pricing portal.**

“As this important report shows, it is more important than ever for startups, corporate suppliers and ship operators to collaborate,” says Spithout. “We’re championing open innovation, collaboration and partnership, and reaching out to identify opportunities to co-research and co-create new digital products with external innovators to serve our existing customers and open up new markets. Exciting new collaborations with some of the start-ups covered in this report are bringing game-changing digital products to the maritime industry.”

*Source: Inmarsat and Hellenic Shipping News*