Contributions to Contemporary Issues in Maritime Transport

A Reader of Selected Hanseatic Lloyd-OnBoard-Articles

2011
Prof. Dr. Thomas Pawlik

1st Issue
Foreword

In recent years corporate publishing has gained importance in the dialogue between companies and their stakeholders. The main target groups for journals like Hanseatic Lloyd’s “OnBoard” are customers and other business partners as well as employees - mainly their seafarers.

In addition to company specific news, “OnBoard” always tries to cover up-to-date topics of general interest for the maritime industry. Such articles can also be easy accessible points of entry for further reading, especially for students being enrolled in maritime programmes such as Shipping & Chartering or Ship Management. Thus, this selection of some of my “OnBoard” articles tackling contemporary issues in maritime transport was compiled.

I wish to express my gratitude to Ms. Karen Seebode for making this publication possible.

Prof. Dr. Thomas Pawlik
Centre of Maritime Studies, Hochschule Bremen
**Table of Contents**

1. Of Great Importance: Seaport Hinterland Traffic .......................... 5
2. Seaport Hinterland Traffic by Rail ................................................... 6
3. Seaport Hinterland Road Traffic Comes to a Standstill ....................... 7
4. Northern Maritime University ............................................................. 9
5. Seaport Hinterland Water Transport ................................................. 11
6. Integrated EU Maritime Policy ........................................................... 12
7. Labour Market in Shipping – A Pivotal Topic of EU Maritime Transport Policy .......................................................... 14
8. Environmental Aspects of EU Maritime Policy .................................. 16
9. Eurofleets – Oceanological Research in a European Alliance ................. 18
12. Name and Shame .............................................................................. 21
13. Responsible Actions Worldwide ......................................................... 22
14. 62nd MEPC Meeting ....................................................................... 24
15. International Shipping: Life Blood of World Trade ............................ 26
16. Safety Must Retain its High Priority Status! ....................................... 28
17. Illustrated book “Maritime Container Shipping” ................................ 29
1. Of Great Importance: Seaport Hinterland Traffic

"Weltanschauung", "rucksack" or "zeitgeist" are words that have long since found their way into the English language. But on corresponding lists of loanwords from German, shortly before the best-known word "kindergarten" there also appears a term that is of great importance for maritime transport systems, namely "hinterland". The hinterland of a seaport is understood to be the area economically associated with the port. How far the corresponding seaport hinterland reaches in actual fact is very different from port to port and depends on the connections of the port for railway and road traffic as well as for inland waterways and feeder shipping. Besides the geographical accessibility of a port, the costs of transport from and to the seaports of course also play an important role. For this reason there’s also speak of the economically relevant hinterland of a port.

"Fight between ports for hinterland"

Goods which are destined for the metropolitan region of Hamburg for example, or which are to be exported from there by sea are in by far the majority of cases also handled in the port of Hamburg (so-called "loco freight"). In contrast to this, in the final analysis for a domestic transport customer it does not matter via which port his export or import goods are routed so long as the overall transport is cost-efficient and corresponds to the customer’s expectations in respect of time and quality. A glance at the advertising of various container terminal operators is enough to recognise that the seaport hinterland is the true playing field in the competition between the ports of a region; the Financial Times Deutschland recently even reported on the “Fight between ports for hinterland”. Thus the direct hinterland network of the Hamburg port and logistics company Hafen- und Logistik AG alone covers not only the whole area of Germany and the directly neighbouring states, but also all states bordering the Baltic Sea as well as a number of states from south-east Europe. In large areas, this hinterland overlaps with the hinterland of Bremerhaven and with that of the Netherlands and Belgium.

Efficient utilisation and expansion absolutely indispensable

There seems to be no end to the ongoing boom in container shipping at present. The increasing container transport volumes not only have to be competently handled in the seaports, they also make exacting demands on the capacity management of the means of transport in the hinterland traffic of the seaport. The last maritime transport projection assumes average annual growth of 6.3 % for all German ports as well as the Dutch and Belgian ports in containerised port hinterland traffic alone. In the coming years, many thousands of additional tons of cargo must therefore find their way from and to the seaports on the mostly already overloaded traffic routes. This will not be possible without an expansion of the transport infrastructure as well as significantly more efficient utilisation of the traffic routes. What concrete measures are to help in the case of road and rail traffic as well as in the field of inland waterways shipping so that the growth in seaport hinterland traffic does not end in gridlock will be looked at in the coming issues of OnBoard.

*Hanseatic Lloyd OnBoard, June 2008*
2. Seaport Hinterland Traffic by Rail

The introduction of high-speed networks in passenger traffic means, the image of the railway has changed. The means of transport of the 19th century has evolved into an attractive and highly modern alternative to automobiles and aircraft. But there have also been changes in freight traffic. With the introduction of block trains running to fixed schedules it was possible to reliably connect the hinterland of the seaport to the ports.

However, to make sure that the rail link to the seaports also works smoothly in times of steadily growing volumes of container traffic, it is now time to initiate and implement a number of carefully planned measures. Here small steps are of little help, but there is imminent need for a comprehensive overall concept involving all those who play a role in seaport hinterland traffic. For example, in Germany this was the path followed with the “Masterplan Rail Seaport Hinterland Traffic”, which the Deutsche Bahn AG worked out together with the ports. This Masterplan envisages a number of immediate measures that can be implemented relatively fast and with which better use can be made of the existing infrastructure. These include alternative train routes with the aid of which existing bottlenecks in the rail network can be widely circumvented as well as the creation of better possibilities for overtaking. Against the background of the freight traffic volumes predicted for the future, such immediate measures will however not be enough, which is why the Masterplan also demands the expansion and new construction of the infrastructure at especially critical points in the rail network and in addition provides for a large number of organisational optimisations designed to increase capacity. In the opinion of those drafting the Masterplan, it would hardly be possible to adopt the well-known, two-tier train concept applied in the USA to the German rail network in view of the numerous tunnels.

In the Netherlands, when building the Betuwe line, which since 2007 connects Rotterdam with its seaport hinterland, the planners based their work on the concept of the systematic segregation of passenger and freight traffic: only freight trains operate on the 160 km railway long line between the port area Maasvlakte and the German border, and capacity here is designed for 480 trains a day. In the long term, utilisation of the Betuwe line is to help shift approx. 50 million tons of goods in seaport hinterland traffic for Rotterdam from road to rail. The Betuwe line is only one example of the great potential of the railway in cross-frontier seaport hinterland traffic. For some years, work has been going on in Europe to achieve better networking of the historically different structured national railway systems. Within the framework of the European Rail Traffic Management System (ERTMS), agreed packages of measures are to further promote the so-called interoperability of the European railways among other things in respect of train control systems and in the field of communications.

The railway has a special role to play in connection with the so-called landbridges: in this context it is not a question of typical hinterland traffic connections but, even if only to a limited extent, of a real alternative to sea transport, such as for instance the landbridge between the US West and East Coasts. For some time now there have also been container rail links between China and Germany. The distance of almost 10,000 km is covered in 15 days and is thus significantly faster than transport by sea. Nevertheless, if you pause to consider the capacity of a big containership in comparison with a freight train, it is clear that rail transport between Asia and Europe can only be a supplement but not a substitute for the transport of goods by sea.
3. Seaport Hinterland Road Traffic Comes to a Standstill

The road truck counts as the most flexible of all means of transport in seaport hinterland traffic. And yet flexibility has its limits. In the early summer of 2008 an error occurred in the dispatching software of a terminal operator in the port of Hamburg and traffic came to a standstill on the road network in the whole port area and the tailback stretched for 25 km.

For six hours the roads became a critical bottleneck factor in the container transport chain; containers failed to reach the planned ship sailings and consignees had to wait a long time for their containers.

Although such mega gridlocks are still fortunately rare, in view of a steadily growing volume of freight traffic, traffic hold-ups and resulting additional environmental pollution are however, becoming a regular occurrence in many ports and on the roads around the ports.

Holidaymakers travelling by car also know about the perils of tailbacks. Many a summer weekend they find themselves stuck in jams the motorway with likeminded holidaymakers.

Automobile clubs constantly repeat their recommendations not to travel during the main traffic weekends but instead recommend they travel on weekdays when there’s less traffic. A comparable approach to take the pressure off the traffic peaks also works in the case of truck transport with seaport hinterland traffic: if the containers are brought into or taken out of the docks outside the times when there is heavy traffic in the port, container truck-tractors can be deployed far more productively. This means many container terminals handle trucks at the terminal gates 24 hours a day which helps to make better use of the road infrastructure.

Shifting truck transports to times with less traffic could be intensified even more if co-ordination and flexibility among those actively involved in the transport chain were improved.

Measures to adjust time schedules are not the only approach towards making more intelligent use of the existing infrastructure. An attempt could be made to reduce the number of no-load trips by means of synchronised planning. Traffic control measures involving the use of telematics may improve the flow of traffic, as may also the temporary use of hard shoulders on motorways.

The use of truck-trailer combinations is also an optimising measure with regard to the utilisation of existing capacities. Whereas such truck-trailer combinations are quite normal in some countries, a number of EU states currently still take a very critical view of the so-called “Eurocombis” with an overall length of more than 25 metres. Almost unnoticed by the public, since the 1980s a special permit has however, been in force for one transport company that is allowed to transport three instead of the usual two TEUs on its vehicles in traffic between the ports of Hamburg and Lübeck.
Given the ongoing growth in container traffic, even measures designed to make better use of the existing road network can go no further unless steps are taken to widen roads or to build new ones. The EU programme “Trans-European Networks – Traffic” (TEN-V) takes account of this and helps to implement various major projects in European traffic corridors. Both for road traffic and for rail connections in seaport hinterland traffic in North-West Europe, great importance is attached above all to the TEN-V Project No. 20, a fixed bridge crossing the Fehmarnbelt between Denmark and Germany.

Hanseatic Lloyd OnBoard, December 2008
4. Northern Maritime University

Modern learning for global requirements in maritime transport industry

About 90% of global transport of goods are carried out by ship, and 40% of this global fleet are controlled from Europe. In the regions around the North and Baltic Seas, there is therefore also a corresponding ongoing high demand for suitably qualified personnel. The same applies in the case of further training measures.

To think, work and act globally but at the same time to study locally is a contradiction in itself but “Northern Maritime University” (NMU) has come up with a new concept to make training in the industry more flexible.

The EU-funded project sees university-level education and training establishments in northern Europe joining forces. Training contents from the field of maritime transport are modularised and are also mutually recognised on the basis of joint and uniform curricula “In future, maritime business managers need to be better prepared by possessing multidisciplinary knowledge and skills set to cope with growing maritime traffic, port development, and rising environmental challenges,” says Prof. Dr. Thomas Pawlik. The 48 year-old professor for maritime transport business at the University of Applied Sciences, Kiel also set up the NMU Project and, having been born in Bremen, he is pleased to also have two university-level partners from that city in the NMU network, namely the Jacobs University and the University of Applied Sciences, Bremen.

It is not only the universities that are working on developing the concept, but also the later beneficiaries, the shipping companies, port authorities and other enterprises from the shipping industry (including Hanseatic Lloyd) are taken on board the NMU as active stakeholders. As the courses of study of the NMU are supposed to be requirements-oriented, it is therefore of course necessary to analyse the needs of the enterprises who will later be employing the graduates.

The NMU network will in future be available to the maritime economy for research commissions and for other education and training services.

The individual components of the courses are significantly more flexible than hitherto. For example the individual modules can be worked through at different locations (the first four students from Kiel are currently doing a sabbatical term in Norway or Scotland) or can be integrated as “e-learning” elements, for example during a period spent training overseas. Besides complete courses of studies, the NMU will offer individual further training measures which will make it possible for executive personnel from business enterprises to continue learning throughout their lives.

“The Northern Maritime University is one step on the way to a pan-European university structure and, while applying uniform quality criteria for the field of the maritime transport business, it promotes the mobility of students and teachers demanded by the Bologna process”, Professor Pawlik sums up.
The coordinated collaboration of several universities, enterprises and other institutions in the shipping business will give rise to a powerful group of people training in this industry. The NMU is to be set up by applying a “Two Sea Strategy”: In the project phase that has already started the concept is being implemented in the bordering states of the North Sea (North Sea Region, NSR). The Baltic Sea Region (BSR) will follow in order to complete the network in northern Europe.

Further Information: http://nsr.nm-uni.eu

Hanseatic Lloyd OnBoard, December 2008
5. Seaport-Hinterland Water Transport

Despite all inland shipping traffic having virtually ground to a halt due to the heavy winter in the beginning of 2009, it is generally expected that inland water transport will become increasingly important to the hinterland traffic of seaports in the next few years. It is unmistakably the case that nature has put some obstacles in its way: not only ice in the winter but also low water levels in particularly hot summers can render inland water transport nearly impossible. But there also are considerable advantages: inland water transport is reliable (bearing in mind the above mentioned problems), safe and cost effective. It goes without saying, that trucking and transport by rail are faster means of transport. Inland shipping, however, provides for - quite literally - a steady flow of traffic. For instance: no one has ever heard of weekend traffic restrictions in inland shipping! Furthermore, most goods need to be delivered "on time", not "as fast as possible". And as regards to environmental sustainability: container transport by inland water transport makes a positive impact on pollutant emission, as long as energy efficient vessels are deployed. Sadly the process of making the waterways navigable involves changes being made to the respective rivers' natural states - a fact which is not particularly popular with some parts of the general public!

The most important European waterway, as far as seaport-hinterland water transport is concerned, is the river Rhine which connects the "ARA-Harbours" (Amsterdam, Rotterdam and Antwerp) with the most important industrial zones of the adjacent countries. Accordingly, inland water transport plays an important part in the ARA-Harbours when, at the so-called "Modal Split", the containers are distributed onto the different modes of transport relevant for the hinterland. In Rotterdam, for instance, 30% of goods go on to be transported along inland waterways. Several inland ports have become multi-modal turntables, many of them having turned into freight villages, at the same time. In 2006, Duisburg on the Rhine even appeared on the list of the top one hundred container harbours of the world for the first time.

The development of the European inland water transport system has found many supporters. The „Verein zur Förderung des Elbstromgebietes e.V.” (association for the promotion of the basin of the river Elbe”), for example, does not act in the interest of promoting culture - as the name might suggest - but rather is an amalgamation of various parties who have the common goal of realising the potential for inland water transport which the river Elbe and its adjacent rivers and canals have. Furthermore, there is the European Union. In 2006, it initiated the project NAIADES, which runs until 2013. Its aim is, to move traffic off the roads and onto the water and in order to achieve this, various measures are to be put in place - such as improving the image of inland water transport, for example, which is still perceived as slightly "old fashioned". Similarly, the "ShortSeaShipping Inland Waterway Promotion Center" not only aims to inform the forwarding industry of the advantages of close-to-shore sea traffic Short Sea Shipping, but also wants to show how the use of inland water transport offers possibility and perspective.

Whoever would like to find out more about inland water transport can do so by subscribing to a free short course consisting of seven lectures informing about the potential of inland water transport offered by the Inland Navigation eLearning System (INeS) (Info: http://www.ewit.info/files/folder_ines.pdf).

Hanseatic Lloyd OnBoard, March 2009
6. Integrated EU Maritime Policy

Globalisation, innovative technologies, the interplay of widely differing cultures in everyday working life – these are only some keywords with which the shipping industry can be characterised. However, special attention should focus on one aspect that makes shipping a really unusual business: The seas of our planet are more than an arbitrarily available and usable resource for seaborne global trade. Far more, with their wealth of flora and fauna, the varied possibilities for utilisation from shipping via maritime mining through to tourism on the high seas, on the islands and in the coastal regions, they constitute an ecosystem that is especially worthy of protection and from the state of which the wellbeing of the whole world directly depends.

The uniqueness of the seas necessitates a holistic view, which especially takes into account the interplay of the widely differing elements of the sea as a system. Against this background, some years ago the European Commission decided to combine and concentrate sectoral policies that had hitherto been likely to act independently of each other in order to produce an integrated maritime policy for the European Union and furthermore to publish Guidelines for harmonised national maritime policies.

In its PR campaign concerning the development of the integrated maritime policy, the EU Commission highlights the fact that the coastline of the EU countries at 68,000 km is three times as long as that of the USA and twice as long as that of Russia. No inhabitant of the EU lives further than 700 km away from the coast and almost half of the population actually live within 50 km of the sea. The surface area of the seas that count as part of the EU is bigger than the EU land area, after all the North Sea and the Baltic Sea, the Mediterranean and the Black Sea as well as the Atlantic Ocean all border the coasts of EU member states. More than 90 per cent of the EU’s external trade goes by sea; there are 1,200 seaports in the EU, and shipping companies from EU states control more than 40 per cent of the world merchant fleet. So it is clear that the citizens of the EU and their politicians have every reason to concern themselves intensively with the utilisation and protection of the maritime environment.

The integrated EU maritime policy covers a total of seven topic areas: under the heading of “Maritime Policy Decision-Making (Governance)”, a co-ordinating framework is to be created for all elements of EU maritime policy. The second component includes among other things maritime spatial planning as well as an integrated coastal zones management. In the third section of the maritime policy, “Optimisation of the Long-Term Sustainable Utilisation of the Oceans and Seas”, besides environmental and fishing topics, in particular maritime transport and the strengthening of professions and employment in maritime sectors play an outstanding role. Fourthly, various measures are intended to create an innovation and knowledge basis for maritime policy and fifthly it is a question of an optimum quality of life in the coastal regions of the EU Member States. The sixth element of the integrated maritime policy aims to expand the leading position of Europe in international maritime affairs and finally the seventh element targets “Raising the Visibility of Maritime Europe”.
With the integrated EU maritime policy, an innovative political approach has been adopted which promises a high degree of effectiveness. In forthcoming issues of OnBoard we will look more closely at some elements of the integrated EU maritime policy that are especially relevant to shipping.

*Hanseatic Lloyd OnBoard, June 2009*
7. Labour Market in Shipping –

A Pivotal Topic of EU Maritime Transport Policy

The strengthening of the professions and of employment in the various maritime sectors, numbers among the core tasks of the integrated maritime transport policy of the European Union.

In the Strategic objectives and recommendations for the maritime transport policy of the EU until 2018 drafted by the EU commission in 2009 – and which are to find their way into the integrated maritime transport policy – the “Human Factor” is also discussed with high priority under the somewhat cumbersome heading of “Human resources, nautical practice and maritime know-how”.

Now it certainly cannot be assumed that the EU Commission is tackling these question complexes for “social-romantic” reasons, on the contrary it is far more a question of the conservation and the further expansion of maritime competence in the European Union in order to safeguard European competitiveness in the ocean and port transportation industry and in other maritime industries in the long term.

Among other things, work is to be carried out on underscoring the attractiveness of professions in the maritime transport industry for the citizens of EU member states through a number of measures. These include above all, highlighting interesting long-term career prospects both on board as well as ashore, for after all – according to the EU Commission – approximately 70 % of shipping-related professions entail knowledge-intensive, high-quality land-based jobs. To make jobs on board ships even more attractive, it is necessary to improve the quality of life at sea. A special focus of attention in this connection is the potential of satellite broad-band communications services, which are expected to bring significant advances in the field of private communications as well as in the field of internet-based further training.

Furthermore, it has been recognised at the EU level that the administrative burden on ship management personnel on board that has been growing over the past few years must be reduced. Well-trained seamen are a guarantee for environmentally compatible and safe operation of the ships. For this reason, the EU should be initiating and supporting additional efforts in the field of the basic and advanced training of seafarers. For example one aim is a stronger “Europeanisation” of maritime training through a more intensive networking of training centres and the introduction of an exchange programme for officer cadets as well as further measures to increase Europe-wide mobility. Finally the EU Commission has envisaged the development of a Seafarers’ Certificate of Excellence, which is to be acquired within the framework of European postgraduate studies.

To achieve the targets sketched out here, the EU must act in association with its member states and, of course in particular, in co-operation with the companies and organisations of the maritime economy.

Moreover, in view of the global environment of the shipping business, European measures must always be in harmony with international regulations. Special mention should be made here of the International Convention for Standards of Training, Certification and Watchkeeping for Seafarers (STCW 95) as well as of the Maritime Labour Convention of the International Labour Organisation drafted in 2006 (but hitherto ratified by only five states).
In addition, regulations of individual states that have a proven track record must also be retained within the framework of an integrated EU maritime transport policy. For example, in a statement concerning EU maritime transport policy, the Association of German Shipowners draws attention to the successful German training model for professions on board.

_Hanseatic Lloyd OnBoard, September 2009_
8. Environmental Aspects of EU Maritime Policy

Shipping companies that impose exacting requirements regarding the environmental compatibility of all their activities both on board and on shore can thereby acquire a distinct advantage over their competitors. In this context the EU Commission has established in its “Report on Strategic Objectives and Recommendations for the Maritime Transport Policy of the European Union until 2018” that in the case of seaborne transports, the shippers are looking increasingly closely at the environmental compatibility of the whole transport chain.

One example of this is the LOTOS project (Logistics Towards Sustainability) that was carried out with the support of the German Ministry of the Environment. Within the framework of this project, under the leadership of the Institute for Transport Planning and Logistics of the Hamburg University of Technology (TUHH), the transport processes of the internationally operating Hamburg company Tchibo were analysed and optimised in respect of their environmental compatibility.

In the European Union, the topic of maritime environmental protection has already been allotted a high priority in the last few years. Thus the measures introduced as a result of ship accidents off European coasts (Erika, Prestige) serve to improve the safety of ship operation as well as that of the environment directly. The core tasks of the “European Maritime Safety Agency” (EMSA) set up in 2003 then logically also include the subject areas “Pollution Preparedness and Response” as well as “Effective Waste Management in Maritime Transport”.

For the more immediate future, EU maritime policy will in particular promote a reduction of greenhouse gas emissions in maritime transport. To this end it will be necessary to combine various sets of measures of a technical and commercial nature and furthermore to implement some market economy instruments; one point being discussed for example is the integration of maritime transport into emissions trading.

The measures of the International Maritime Organization (IMO) to reduce the emissions of sulphur and nitrogen oxides from ships are also supported by the EU, for example through assigning the Baltic Sea and the North Sea the status of “Sulphur Emission Control Areas” (SECA), in which especially strict limitations will be imposed on sulphur content in the fuel of the ships.

The emissions of ships during port time are also treated as a problem area within the framework of EU maritime policy. A possible approach to finding a solution here under certain operating conditions lies in the use of electricity generated on land. The EU Directive 2005/33/EC states that from 2010, during their port times in EU ports, ships must either use electricity generated on land or may exclusively consume fuels with a sulphur content of 0.1%.

The port of Göteborg in Sweden has provided shoreside power hook-ups in 4 RoRo terminals since 2005, another land-based power supply system exists in the port of Antwerp. This system in Antwerp can supply shoreside-generated power to up to three containerships during their approximate three-day port time, which recurs in a weekly cycle. The auxiliary diesels are then switched off. Corresponding facilities have for example also been installed as a pilot project in the port of Lübeck-Travemünde within the framework of the EU project...
“New Hansa”. Furthermore, in the European ports, facilities to dispose of ship waste and cargo residue are to be adapted to the growing needs.

Finally, not only the IMO but also EU maritime policy are taking a look at the end of a ship’s life: in March 2009 the EU Parliament in Strasburg passed a resolution to initiate a strategy of the European Union to improve the scrapping of ships.

All the approaches to a long-term sustainable development of maritime transport sketched out here will, in the opinion of the European Commission, benefit not only the environment and the citizens of the EU, but also the maritime sector worldwide.

Further Information:
http://www.vsl.tu-harburg.de/LOTOS/projekt
http://www.emsa.europa.eu/
http://www.newhansa.net/index.htm

Hanseatic Lloyd OnBoard, December 2009
9. EUROFLEETS – Oceanological Research in a European Alliance

They have been a familiar feature of the container liner shipping business for many years: strategic alliances between companies by means of which above all cost advantages are to be achieved through co-operations in operation of the ships. For example container ships of Hanseatic Lloyd are deployed by the charterer APL in the liner services of the New World Alliance – a partnership between the shipping companies APL, Hyundai Merchant Marine (HMM) and Mitsui OSK Lines (MOL). Co-operations are also not unknown in research shipping – since autumn 2009 the inauguration of the European research project EUROFLEETS has however launched an unprecedented intensity of co-operation. EUROFLEETS – the full name of the project is “Towards an alliance of European research fleets” – brings together 24 organisations from various fields of research shipping. A total of 16 European countries – from the Arctic Ocean to the Aegean Sea – are represented in this project with research institutes, business companies, foundations and universities. EUROFLEETS is coordinated by the French research institute Ifremer.

According to the Alfred-Wegener Institute for Polar and Oceanological Research, which plays an active role in EUROFLEETS, even in these days of improved satellite observation and autonomously measuring buoys, research ships and underwater craft are important tools for gathering scientific data in the oceans. As ever, these ships and devices still account for 40 to 50 % of the cost of oceanological research.

EUROFLEETS pursues three major objectives: In the first place, in the category of “Network activities” the co-ordination of the European fleets of research ships is to be expanded. Secondly, under the heading of “Transnational access” five research ships that can operate world-wide as well as fourteen research vessels operating in European waters together with their research equipment are to be made available for use by European oceanological research institutes. The third category targets a number of joint research activities. Within the framework of the project, various work packages that are to contribute to achieving concrete and measurable subgoals are assigned to each category. Examples for such work packages are a review of the life cycle of research ships under the aspect of ecological responsibility, the standardisation of software for evaluating research results or also co-operation in the basic and advanced training of personnel for the different fields of activity in oceanological research.

The project is partly funded by 7.2 million € from the seventh Framework Programme of the European Union for research and technological development and has a lifetime of four years. RP7 finances research activities that contain a significant “value added for Europe”, in other words which go further than a purely national focus. The objective of the seventh Framework Programme in this context is in particular to improve the international competitiveness of the EU member states. By bundling together the resources of the participants as well as through the development of a concerted strategy, EUROFLEETS will help to give greater importance to Europe’s role in oceanological research.

Hanseatic Lloyd OnBoard, April 2010
10. Long-term Sustainable Transport Chains: The Clean Cargo Working Group

Ikea and Starbucks, Chiquita and Wal-Mart, Nike and Coca-Cola – these are only a selection of names from a growing circle of shippers who have set themselves the target of reducing the ecological footprint of the global transport chains, which they set in motion. Together they co-operate with further container shipping customers as well as with currently 14 liner shipping companies, including APL, NYK, Hanjin or also Hapag-Lloyd and Hamburg Süd in the Clean Cargo Working Group.

The members of the Clean Cargo Working Group represent more than 60% of global container transport and see themselves as a business-to-business initiative in which they learn from each other and wish to make an ongoing contribution to reducing the environmental impact of maritime container transports through their joint efforts.

The Clean Cargo Working Group is embedded in the globally active BSR organisation (Business for Social Responsibility), which champions entrepreneurial responsibility at different levels. There is currently a membership of more than 250 companies. Among the shipping company members of the Clean Cargo Working Group, the environmental performance of ships deployed in liner services is measured on the basis of uniform assessment criteria and developments are documented in a year-on-year comparison. Thus for example in 2009 alone the emissions data of 1,206 container ships were measured and recorded. Using an emissions calculator it is also possible to carry out calculations covering various combinations of transport modes. For 2008, an average reduction of CO$_2$ emissions by 8% as compared with the prior year, and by 17% compared with 2006 was calculated for all the shipping companies in the Clean Cargo Working Group.

Besides the reduction of emissions of greenhouse gases, the activities of the Clean Cargo Working Group consist among other things in efforts to achieve optimum ballast water and waste management as well as the environmentally compatible handling of chemicals. Environmental management systems and ship recycling are further important topics.

The container liner shipping companies that are active in the Clean Cargo Working Group are obliged state how they take environmental aspects into consideration when choosing their suppliers. And a very special type of suppliers also includes non-operating owners such as Hanseatic Lloyd – who charter out ships for deployment in the services of the liner shipping companies.

For the members of the Clean Cargo Working Group, high environmental standards in respect of ship technology and the training of the ship’s crew are just as important in the case of chartered ships as in connection with their own tonnage.

Further Information: http://www.bsr.org/consulting/working-groups/clean-cargo.cfm

Hanseatic Lloyd OnBoard, August 2010

It is estimated that more than 1.2 million people work on board merchant ships worldwide. With the "International Convention on Standards of Training, Certification and Watchkeeping (STCW)" global uniform standards already exist with regard to the training of seamen. This also applies in the field of safety at sea through the SOLAS Convention (Safety of Life at Sea). With the "Maritime Labour Convention" agreed in 2006 in Geneva within the framework of the International Labour Organisation (ILO), the field of employee protection has now also been placed on a globally accepted basis, which leaves scope for national adjustments.

In the past, competitive distortions in shipping in connection with the treatment of seamen could not be excluded. The shipping company that offers good working conditions for its seamen may – at least in the short-term – reap cost disadvantages compared with a competitor who does not take his duty of care as an employer quite so seriously.

As was already reported in a previous issue of OnBoard, the new ILO convention mainly concerns itself with the minimum requirements to be fulfilled by seafarers, the boundary conditions of their employment contracts, and working conditions on board as well as with questions of health and social welfare. Many of these aspects have, so far, been regulated in a number of other regulations and recommendations. The advantage of the Maritime Labour Convention means the unifying of individual regulations is more transparent and up-to-date. New findings that had to date not been taken into consideration are reflected in the Maritime Labour Convention, such as for example the topics of noise protection or also protection against permanent vibrations during ship operation.

According to the latest statements of Lloyd’s Register, the uniform Maritime Labour Convention is now expected to come into force at the end of 2011, or at the latest at the beginning of 2012. As is usual in the case of quality assuring systems, compliance with the Maritime Labour Convention must also be verified through corresponding certification. A "Maritime Labour Certificate" that is valid for five years and that must be confirmed through corresponding inspections as well as a "Declaration of Maritime Labour Compliance" must be carried on board ships. Given that the Maritime Labour Convention has come about through the constructive collaboration of state authorities with the employers’ and the employees’ representatives, most observers expect the new agreement to make a further valuable contribution to the global improvement of quality in the shipping industry.

Further Information:
http://www.ilo.org

Hanseatic Lloyd OnBoard, December 2010
12. Name and Shame

Trend to ever more and individual solutions

As long ago as the early 1990s, the British Ministry of Transport had begun to publish monthly lists stating the names of the ships that featured such serious shortcomings in the port state controls carried out on the basis of the so-called Paris Memorandum of Understanding that they were detained in the ports. According to the transport newspaper Deutsche Verkehrszeitung, the British press rapidly found an appropriate name for such ships: “Ships of Shame”.

Today the “Ships of Shame” are also to be found on the database of the Paris Memorandum of Understanding. Insights with regard to ship safety are also provided by the EQUASIS database developed by the French Transport Ministry. Indeed you may well think that there are already enough systems in existence with which valuable contributions are being made to so-called Quality Shipping. And yet the trend to more and more systems appears unbroken: these include for example the “Name and Shame” Initiative of the European Union inaugurated in 2011. The names of substandard ships are published in the on-line register THETIS (The Hybrid European Targeting and Inspection System) that is published by the European Agency for Ship Safety (EMSA).

With the THETIS information system it is also possible to access information stating which shipping companies can point to especially positive safety balances with their ships. There are also new activities in the field of maritime environmental protection: for example the “World Ports Climate Initiative (WPCI)” has introduced the so-called “Environmental Ship Index (ESI)”. The WPCI members include numerous ports throughout the world that wish to make an active contribution to the reduction of the emissions induced by marine transport. At the Internet platform http://www.environmentalshipindex.org, shipping companies can enter the environmentally relevant parameters of their ships. On the basis of these data, an ESI value is then calculated for the corresponding ship. It is presumed that in future the ESI value will play a role in the calculation of the port charges in more and more ports. For example, in the port of Hamburg the individual ESI value will already influence the amount of the port dues from summer 2011.

The steadily growing number of Quality Shipping initiatives entails a substantial amount of documentation and administration work for the crews onboard and for the onshore personnel of the shipping companies. It remains to be hoped that one day the numerous individual systems will be embedded in wider, higher-level structures in order to avoid ineffective double and parallel work. Until this is achieved, those who bear responsibility onboard and in the offices can unfortunately do nothing other than to supply the required individual data in order to document the fulfilled claim to quality also vis-à-vis third parties. This ensures that the reputation of the shipping company with regard to environmental protection and safety does not suffer and to this extent also makes an important contribution to the economic success of the company.

Hanseatic Lloyd OnBoard, April 2011
13. Responsible Actions Worldwide

Corporate Social Responsibility

Helmut Schmidt, Shimon Peres, Michail Gorbatschow – are some of the names of former heads of state and of government who, at the end of the 20th century, signed a proposal for a Universal Declaration of Human Obligations. The declaration drafted by the InterAction Council appeals to the responsibilities of individuals which are indispensable for dealings with one another and which are viable in the future but also to those of institutions of all kinds including responsibilities of business enterprises.

Corporate social responsibility has been a topic of discussion in science for several decades, but it has only recently become a topic perceived by the general public. The European Commission has even declared corporate social responsibility (CSR) to be part of the “Europe 2020 Strategy for Intelligent, Sustained and Integrative Growth” and defines CSR as “A concept whereby companies integrate social and environmental concerns in their business operations and in their interaction with their stakeholders [interest groups] on a voluntary basis.”

It goes without saying that many business enterprises have already been active in the sense of CSR for a long time, in some cases the roots of corresponding activities lie far in the past and are frequently the result of the fundamental ethical attitude of the founder of the enterprise. However, as a result of increasing public attention, the topic has also gained greater importance for the external self-presentation of business companies.

There are several global initiatives that help to structure individual CSR aspects. In this context, the “Global Compact” of the United Nations has gained great importance. Business enterprises participating in the “UN Global Compact” undertake to comply with the ten principles described there from the fields of human rights, labour standards, environmental protection and the fight against corruption, and to document their corresponding activities and progress. Among the more than 5,000 enterprises from all over the world that participate in the UN Global Compact are some shipping companies, such as for example Maersk, COSCO or NYK. However, outside membership in the UN Global Compact there are also shipping companies which act with social and ecological responsibility. A major focus of attention in such cases is frequently on environmental topics, for example in 2010 the Singapore shipping company APL was distinguished, by receiving awards including “Operator of the Year – Sustainable Shipping” and “50 Green Supply Chain Partners - Inbound Logistics” in recognition of their environmentally-aware corporate policies.
CSR activities will become even more important in maritime shipping in the future. In an industry that is characterised by a high degree of networking, outsourcing and subcontracting, more and more questions are being asked about the extent to which the corresponding business partner takes CSR interests into account. The topic of CSR will presumably also gain more relevance in human resources management: of almost 4,000 so-called “millenials” (academics who started working life after the turn of the millennium) polled by a management consulting company, far more than 80 % stated that they also make their decision in favour of an employer dependent on that employer's CSR commitment.

*Hanseatic Lloyd OnBoard, August 2011*
14. 62nd MEPC Meeting

Further milestones in maritime environmental protection

The “Carbon War Room” set up by the British billionaire Sir Richard Branson is a USA-based; globally active, non-profit institution, which is characterised by entrepreneurial thinking. It has set itself the target of combating the “enemy”, which is climate warming. In the deliberately selected military terminology, the topic of reducing emissions in shipping is one of the totals of 25 “battles” defined by the Carbon War Room. And it was on just this battlefield that, in the opinion of the experts of the Carbon War Room, a historical advance was achieved in the summer of 2011. At the 62nd meeting of the Marine Environment Protection Committee (MEPC) of the International Maritime Organisation (IMO), a number of measures were adopted by a majority. With these, shipping sets standards as compared with other globally active industries. The major instruments which are to be compulsory from 2013 are the “Energy Efficiency Design Index” (EEDI) as well as the “Ship Energy Efficiency Management Plan” (SEEMP). The regulations of the EEDI and those of the SEEMP will be adopted into the International Convention for the Prevention of Pollution from Ships (MARPOL). The SEEMP is of utmost importance for the current operation of ships. This foresees a number of measures with which a more efficient use of fuel and thus, indirectly, a reduction of CO2 emissions can be achieved – route optimisation and trim optimisation may be named here as examples. Further focuses of attention of the SEEMP are the fields of maintenance, fleet operation and conversions. The SEEMP has the character of a “living document” and follows the idea of an ongoing improvement process. To this extent, regular monitoring, reviewing and updating of the SEEMP are necessary. At the level of the business companies, the individual ship-related SEEMP measures will be interlinked with the higher-level energy and environmental management systems. The EEDI, on the other hand, relates primarily to ship design and, related in each case to a certain ship design, it provides information about the theoretical CO2 emissions in relation to transport performance [g CO2 / ton mile]. After the EEDI system has been introduced, permissible limit values will be reduced in several steps by 2025. According to estimates of the Carbon War Room, the environmental protection measures recently adopted by the IMO could result in savings of more than 20 million tons of CO2 emissions. Even if there were some votes against at the 62nd MEPC meeting, the new instruments will presumably meet with wide acceptance. Through the lower fuel consumption rates, energy efficiency will also have a positive effect on costs, at least in the long term. On the one hand some new requirements that affect the crews on board will result from the SEEMP, but on the other hand the IMO is reckoning that as a result of the new global environmental protection regulations, further unilateral initiatives, for example by the European Union, will then cease.
**Further Information:**

http://news.carbonwarroom.com/


_Hanseatic Lloyd OnBoard, December 2011_
15. International Shipping: Life Blood of World Trade

The heading of this article is taken from the title of a short film, which the “International Chamber of Shipping (ICS)” commissioned some time ago together with the “International Shipping Federation (ISF)”. The film, which can be seen on YouTube, is intended to contribute to improving the image of international maritime transport systems worldwide.

Those who work in and for the shipping industry, as well as those involved in global trade, or who live on the coast, know about the important role of shipping in a globalised world. But for those, however, with no involvement with the sea or who live inland, shipping and the impact it has on all our lives, is often forgotten. With the festive days approaching it is important to remind ourselves that most of the things that enrich our lives are brought to us by sea.

The share of seaborne transport costs in the selling prices of many consumer goods is meanwhile so extremely small that it makes little impact. But also covering our energy requirements and the supply of foodstuffs largely depend on properly functioning shipping. In this connection it is frequently claimed in summary, “that without shipping half of the world would starve and the other half would freeze!”

To highlight the importance of shipping to a wide public, there are several initiatives that take place in Europe. These include the "Maritime Industries Forum (MIF)" – a collecting point for different kinds of maritime information including the current annual report of the European Community Shipowners’ Association (ECSA, the organisation of the shipowner associations of the European economic area). This tells us that the fleet registered in the European economic area has reached a size of 220 million gross tons (this corresponds to more than 5,000 times the “HLL Atlantic”) and represents a share of 22 % in the global merchant fleet. If we look at the total fleet controlled from the European economic area, including ships registered else - where, the share in the world merchant fleet increases to a remarkable 41 %. In the field of container shipping, Germany makes a major contribution to this prominent role of European shipping in the world: in terms of the global container ship capacity in TEU, the share of the fleet controlled by German shipowners is 38 %. Also in the other shipping segments, German shipping companies are active on a wide front and, compared with the rest of the world, they operate a predominantly modern fleet, which corresponds to the latest requirements regarding environmental protection and safety. Until now the German Federal government has also supported the operation of ships under the German flag through state aids for the shipping industry. These are designed to compensate for cost disadvantages vis-à-vis other shipping nations as well as to promote training and employment on ships under the German flag.

On the occasion of the seventh National Maritime Conference in Wilhelmshaven in May 2011, Enak Ferlemann, Parliamentary State Secretary at the Federal Ministry for Transport, Construction and Urban Development, drew attention to the effect of the whole German maritime industry on employment: “With a work force of more than 380,000 and an annual sales volume of some 50 billion Euros, the maritime economy is an important branch of the economy in Germany. The number of high-quality jobs ashore, e.g. at shipping companies and shipbrokers, has developed positively. The capital spending volume of German shipowners has steadily increased. The whole of the German maritime cluster (e.g. the components supply
industry) – also in the Federal States far from the coasts – has also benefited from this." To this extent it is hoped that German maritime shipping will once again find stronger support from the political arena. The representatives of the maritime economy should not let up in their efforts to make clear to the political decision-makers the outstanding role of the maritime economy.

An important milestone on this path will be reached in three years time: on 20th May 2014. This is "European Maritime Day", which was launched in 2008, and will be held for the first time in Germany, in the Free Hanseatic City of Bremen. This will be a good opportunity to convey to the citizens of Europe – and their politicians – how much of our modern way of life is owed to shipping.

Further Information:
Maritime Industries Forum: http://www.mif-eu.org/


Hanseatic Lloyd OnBoard, December 2011
16. Safety Must Retain its High Priority Status!

“Safe, secure and efficient shipping on clean oceans” – this is the well-known foremost objective of the International Maritime Organization IMO. However, a brief glance at current maritime topics could lead you to believe that the field of “Safety” has been moved onto a back burner.

This is initially not really surprising because safety is also a success story of the global shipping industry. In the course of the history of shipping, safety regulations have steadily improved within the context of accident prevention. These include the introduction of load line marks to prevent the overloading of ships, through to the rules of the SOLAS convention that were adopted as a consequence of the Titanic catastrophe and have been continuously updated ever since. There have also been big advances in rescue equipment recently. According to a report of the Danish Centre of Maritime Health and Safety, during the past forty years the life-raft has proved to be the decisive rescue device that offers people involved in a shipwreck a good chance of survival. In the case of the lifeboats there was an innovative leap forward in the 1970s when the first freefall lifeboats were developed in Norway.

SOLAS is only one example of how advances in the field of safety have come about as direct reactions to accidents – thus for example the European Maritime Safety Agency (EMSA) arose as a result of the tanker accidents involving the “Erika” and the “Prestige”. The EMSA correctly points out that the dangers of the sea have remained unchanged for thousands of years. In its latest accident documentation, the EMSA reported 559 accidents in 2010 in the waters on which it keeps watch in and around Europe.

Despite all regulatory framework codes, safety on board depends on each individual crew member. Tor Svensen, the President of the Norwegian classification society – DNV – recently commented: “We cannot design ourselves away from the human elements.” Svensen, like many other safety experts, draws attention to three essential needs in improving safety from the viewpoint of the “Human Element”: An improvement in safety culture, more effective and purposeful training as well as regular reviews of the safety competence of the personnel on board. Svensen’s core statement must be accepted without any reservations: “Zero tolerance for loss of life is equally as important as zero environmental damage.”

Further Information:


MERCATOR, June 2011: Special issue: Centre of Maritime Health and Safety, University of Southern Denmark, Esbjerg

Hanseatic Lloyd OnBoard, December 2011
17. Illustrated book “Maritime Container Shipping”

Maritime container shipping is the backbone of world trade. More than 90% of the goods traded worldwide are transported via the seven seas. On 144 pages author Prof. Dr. Thomas Pawlik points out how chains of container transport span the globe and explains the structures of container liner shipping in the published illustrated book in a competent and comprehensible manner. The book shows that, apart from liquid cargo, there are hardly any goods nowadays that are not shipped between the ports of the world on board container vessels. In addition to the important duties of the ship’s crew, readers get to know the workflows at container terminals and seaport hinterland logistics as well as key aspects of shipbuilding, environmental protection and safety in container shipping.

The unique photographic material in the sophisticatedly designed illustrated book comes from internationally renowned photographers as well as numerous archives of shipping companies and supplements the information provided. A special highlight is the view through the glass side of a 4,700 TEU container ship on one of the six pages with widescreen shots. The book with an unusual landscape format was printed by means of a sophisticated technique in order to generate spatial depth in the photos. In short, an absolutely informative book about the world of container ships.

“Maritime Container Shipping” (1st edition)
Authors: Prof. Dr. Thomas Pawlik and Heinrich Hecht
Publisher: Hanseatic Lloyd Reederei GmbH & Co. KG, Bremen
144 pages, bound, 120 colour illustrations
Format: 320 x 258 mm
Price: 49.90 Euros

The book can be purchased both in German and English via our website
www.hanseaticlloyd.com