Council Of Intermodal Shipping Consultants

Newsletter

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Link road, rail, sea!

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INFORMATION TECHNOLOGY

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PORTS AND TERMINALS

ROTTERDAM IN EXPANSIVE MODE

The maiden call of MOL TRIUMPH comes as container traffic is showing signs of stronger growth.

Rotterdam's container traffic growth continued in April, with a 10% rise in TEU over the first three months of 2017 year-on-year, compared to an 8.8% increase over Q1 2016, Emile C. Hoogsteden, vice president containers, breakbulk and logistics with the port authority (HbR) announced at the maiden call of MOL TRIUMPH.

The 20,170 TEU world record ship also set a new record with its stevedore Rotterdam World Gateway (RWG), with a 7,000 TEU call size: around 2,000 in and 5,000 out.

These figures become the ship's owner Mitsui OSK Lines, as the Japanese company is the only global carrier with its European headquarters located in Rotterdam (with Naoto Umehara its MD since April), Hoogsteden said.

He expects Rotterdam's share in the Hamburg-Le Havre range to continue to grow in 2017, and top the 30.6% share at the end of 2016.

As more and more transhipment boxes return to Rotterdam, he anticipates the same for feeder business, currently representing 31% of all maritime containers handled in the port.

Stanley Smulders, MOL's HK-based Asia-Europe trade manager, expects THE Alliance (Hapag-Lloyd, NYK, MOL, K Line and Yang Ming) to reconsider sailing schedules, once all ships are sailing in the right alliance, following last year's drastic alliance shake-ups.

"The first sailings from Asia under the alliance's new composition were on 1st April, so once all ships will have been phased into the alliance that their respective owners are in, the windows and schedules in Europe are likely to be looked at anew.

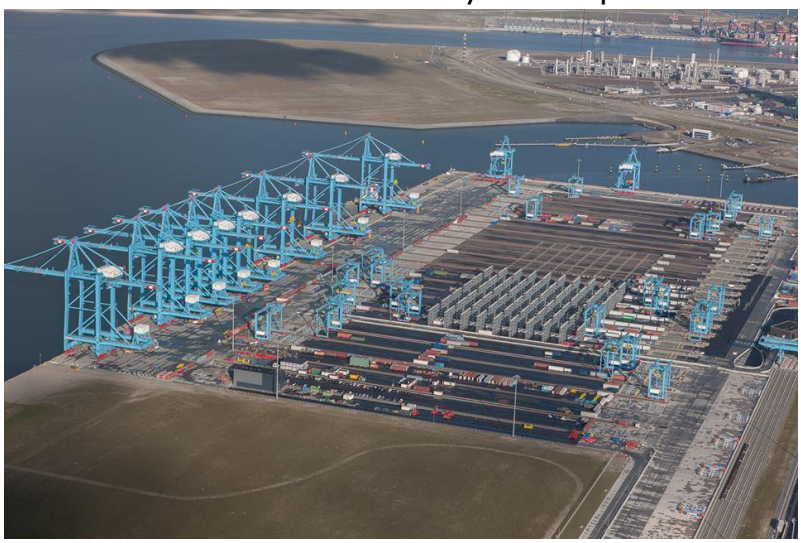
The basics are ready, but after the summer we'll start fine-tuning the duration of the windows in each European port, so volumes will shift accordingly."

Ronald Lugthart, RWG's CEO, said that the company is studying terminal expansion.

With both RWG and its neighbours APMT Maasvlakte II now running at almost full speed, Lugthart believes that Rotterdam is well-placed to tap into the accelerating scale economy of bigger ships.

"I expect all alliances to increase their Rotterdam call sizes.

This is thanks to the trinity of ships' accessibility, hinterland links and no draught restrictions."



Rotterdam has increasingly been allocated as either first or last call in Europe following the Far East alliances' shake-up, HbR stated.

In the case of THE Alliance, four out of five strings have Rotterdam as first call.

Notably, MOL TRIUMPH is in the other string, FE2, which calls first at Southampton, partly in order to be lightened for Hamburg.

Smulders stated: "Hamburg can handle ships the size of MOL TRIUMPH at around 90% deadweight inbound of an incoming tide.

Outbound, Hamburg's 12.5m draught restrictions permits 60% deadweight only.

Consequently in the FE2 Rotterdam is the second to last port eastbound, and is followed by Le Havre."

MOL TRIUMPH is due to call today (Monday, 22nd May) in Le Havre.

(from: worldcargonews.com, May 22nd 2017)

MARITIME TRANSPORT

WORLD BOX TRAFFIC SURGED 10% IN FIRST QUARTER

World container traffic has grown much more strongly than anticipated in the first quarter of 2017, growth that will require an upgrade to analysts' full-year forecasts, container shipping specialist Drewry observed this week.

Provisional trade lane data from Container Trades Statistics (CTS) indicates that world box traffic surged by 10% year-on-year in 1Q17.

In its Container Insight Weekly report, Drewry highlighted that the CTS numbers point to intra-regional trade as the primary driver of growth, with volumes up by 17% versus 7% for deep-sea traffic.

"A couple of weeks ago, we argued that unexpectedly strong demand growth was one of the main causes of port congestion in China; and as more data becomes available we can see more clearly the additional workload that ports and terminals are having to deal with," Drewry said.

The latest CTS figures for the Greater China region to and from a selection of major trading partners indicate that nearly half of the extra 2.6 million teu volumes handled in the first three months came from trade with its neighbouring Intra-Asia partners, while domestic cabotage and trade with North America each contributed another two-tenths of the additional volumes, Drewry noted.

The CTS data also confirms the large tilt towards Chinese imports, Drewry highlighted, "with traffic from our sample of trading regions increasing by a staggering 28%".

Exports to the same regions increased by 11%.

While the rebound in container volumes appears to be broad-based, it is clear from its well-above-average growth that China is very much at the epicenter, Drewry observed.

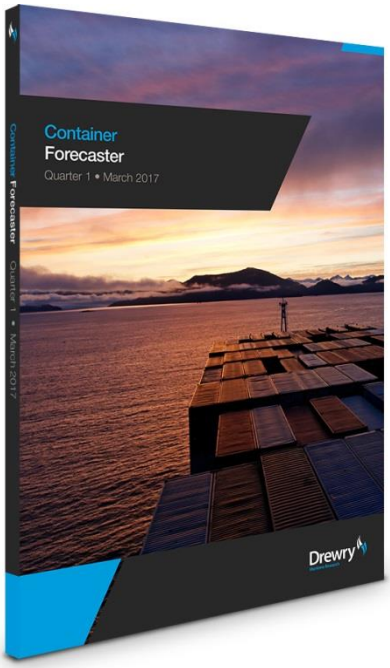
The small sample of carrier volume information that has been published so far alongside lines' first-quarter financial statements also "goes some way to corroborating CTS' big-growth story", Drewry said.

The average volume growth for the six carriers in 1Q17 was 10%, with a wide spread between the slowest growing company Zim (4%) to the fastest growing line MOL (17%).

Between them the six lines operate about 30% of the world's containership fleet, the analyst said.

Drewry acknowledged that few, if any, saw this extreme growth coming.

"If confirmed, a quarterly rate of 10% for loaded container traffic would far exceed anything seen since 2010 – when demand rebounded sharply following the crash of 2009," Drewry noted.



Over the past two years, 2015-16, the average quarterly rate was a mere 2.3%, despite some uplift from 2Q16 onwards, the company added.

Drewry said it was still too early to judge what this strong start means for the rest of the year. "We have seen growth spurts before that have fizzled out and regressed back to the downwards trend soon enough, although admittedly none in recent years have been close to the same magnitude as the latest trade lane numbers suggest," the company noted.

Drewry questioned whether the current demand surge might be evidence of a smoother redistribution of volumes throughout the year – in which case the growth rates for the following quarters would be much flatter.

"The first quarter is traditionally the slowest quarter in the year, as things quieten down after the rush to get goods in stores for the Western hemisphere holidays," Drewry noted.

"Since the start of this century the first quarter on average accounts for 23.4% of the annual tally in world container traffic. However, that ratio has been very consistent in recent years, so there really is no identifiable trend shift to support the theory that some shipments were brought forward – although we cannot discount that possibility.

Some shippers may have wanted to move goods ahead of new and higher contract terms and anticipated spot rate increases." Drewry concluded: "There is still some cross-checking to be done, but it does seem that demand growth was much stronger in 1Q17 than we previously anticipated and will necessitate an upgrade to our full-year forecast."

(from: lloydsloadinglist.com, May 16th 2017)

RAIL TRANSPORT

GERMAN RAIL OPERATOR DB EXPANDS USE OF 3D PRINTING

The German rail operator Deutsche Bahn (DB) is ramping up its use of 3D printing in manufacturing train parts.

To date, the German company has produced approximately 1,000 spare parts using 3D printers, including everything from headrests to ventilation grills.

By the end of this year, that number is expected to double.

Now, DB has announced an ambitious plan to expand its 3D printing resources even further.

According to company representatives, 15,000 3D printed components will be manufactured by the end of 2018.

It's a large undertaking to be sure, but one that DB is confident will pay off.

"For the maintenance of our vehicles we need immediately available spare parts.

Our trains are expected to roll," said chief executive of DB vehicle maintenance Uwe Fresenborg.

"3D printing helps us in doing so.

Printing is faster, more flexible and cheaper than conventional manufacturing processes, and the vehicles are available again in a very short time and are used for our customers."

3D printing can also help solve the mounting issue of obsolescence, noted Stefanie Brickwede, who is heading the project.

"Most of the parts that we are printing are very old and often we cannot find a 3D file of the design—we are often lucky to get a 2D drawing."

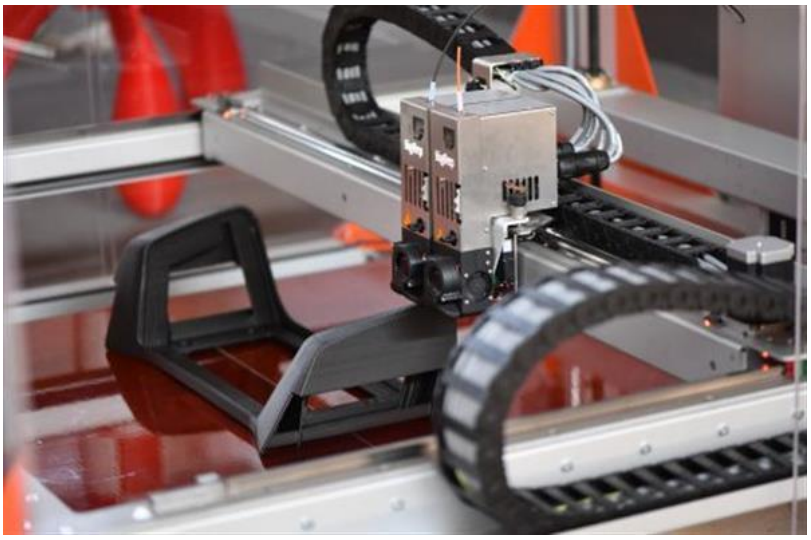
But since 2015, when DB's 3D printing initiative first began, a lot more options have become available.

"[Now] we take all the specifications we can from the existing component to create a CAD file, from which we can produce the component using 3D-printing," said Brickwede.

The first component to be 3D printed was a coat hook, back in the early days of the project.

Since then, a whole range of products have been successfully 3D printed and put into use, including junction boxes beneath the trains, locks for tablets, propellers for radiator fans, dust caps, and oscillating levers.

Even unexpected areas such as replacing worn-out components in vacuum cleaners have benefitted from the company's shift toward additive manufacturing technology.



Beyond maintenance, DB is exploring other potential 3D printing applications too.

Current examples include a project to improve wayfinding for passengers with reduced mobility and/or vision.

3D printed braille signs are currently in trial phase at Berlin's Main Station.

While DB was initially 3D printing its components exclusively in plastic, the company is now making use of powder printing for producing metal parts.

DB confirms that all components are subjected to rigorous evaluation before they get the official stamp of approval.

The news is especially significant as a general sign that trains, rail systems, and other locomotive technologies around the world may be warming up to the idea of 3D printing as a viable manufacturing solution.

The DB initiative may be the first step toward revolutionizing an industry that has been around for hundreds of years, and has remain largely unchanged for the last several decades.

For now, DB has seven full-time employees working on the program, with backgrounds ranging from long-distance passengers and freight to infrastructure and logistics.

Another 40 employees are also engaged with the project in other capacities.

Brickwede said the upcoming expansions could be a gamechanger.

“Every product and technology has a different need," she stated.

"3D printing is a new way of meeting this need."

(from: globalrailnwes.com/3ders.org, May 15th 2017)

ROAD TRANSPORT

NEW EVIDENCE REVEALS ROAD TRANSPORT MORE THAN PAYS ITS WAY

Road transport is more than paying its way; that is the outcome from a new report published by IRU today.

The report clearly shows that road transport operators are more than paying for the costs of infrastructure use and external factors such as emissions and noise.

The report, produced by environmental research agency CE Delft, provides evidence that the European road freight transport sector is paying 130% of its infrastructure, and external costs under the current legislative framework.

This equates to EUR 24 billion per year.

The CE Delft study looked at motorways and parallel roads, matching the scope of the European Commission legislation.

Matthias Maedge, who leads IRU's work in the EU said, "For too long road freight transport operators have been accused of not paying their way.

We now have the clear facts that this is not the case.

EU decision makers should focus on allowing us to maximise our efficiency, to reduce our environmental impact, and to encourage investments in the further greening of road transport, the lifeblood of Europe's economy."

Matthias Maedge added, "The road freight transport industry makes a huge, positive contribution to the European economy.

Increasing the tax burden on road freight transport operators is an attack on Europe's economic wellbeing.

It reduces investment possibilities by operators in our low carbon future."

As the European Commission readies its proposal for a revision of the road user charging legislation, IRU insists that it must not result in an increase in the tax burden on European hauliers.

Revenues from road user charging should flow back to road transport, via incentives and benefits, to help the sector further decarbonise, as well as to fund infrastructure and environmental performance related road transport projects.

IRU, again, strongly urges the European Commission to undertake a full scientific research study that provides a neutral, cross-modal analysis of how much is paid by each mode and for what.

The debate on road charging is questionable when some modes, such as rail, have safety clauses on infrastructure charging in the legislation covering their work.

Such clauses must be abolished to ensure fair competition in the transport market.

(from: transportjournal.com/iru.org, May 16th 2017)

INTERMODAL TRANSPORT

NELT ESTABLISHES COOPERATION WITH COSCO, CHINESE SHIPPING AND LOGISTICS GIANT

Arrival of a cargo train from the port of Piraeus in Greece to intermodal railway terminal of the company Nelt in Dobanovci at the beginning of May 2017, marked the official cooperation between the Chinese shipping and logistics company COSCO (China Ocean Shipping Group) and Nelt.

COSCO, being one of the global leaders in the area of logistics, recognised Nelt's intermodal terminal in Belgrade as a logistics hub in the Balkans, thanks to its excellent location, and technical and technological advantages.

"We noted that there was a need in the Serbian market and its immediate surroundings in the region for additional solutions in transport of goods with the Far East.

Clients need a regular and reliable service.

We are expecting a transport of more than 7.000 containers annually.

Decrease in transit time with regard to Northern Adriatic ports represents a benefit for the clients but also relying on the Nelt intermodal terminal which we will connect with the port of Piraeus because it provides wide logistics support necessary for establishment of this flow", emphasized Mr Erich Cossutta on behalf of the company Dragon Maritime, the COSCO company agent for the Serbian and the Western Balkans area.

"Considering that Piraeus is the first hub on the transport route for goods coming from the Far East to Europe, with this cooperation we expect to significantly reduce the transit times.

We hope that this service will provide our market with an important alternative in the logistics flows", says Ivan Milićević, NELT LSP operations and development manager.

The Nelt terminal is connected with the railway with all European ports and land terminals.

Highways E-75 and E-70 intersect at a distance of six kilometres from the terminal, and the airport Nikola Tesla is ten kilometres away.

Within the Nelt logistics centre there is a functioning customs office with a warehouse, which ensures full support and flexibility for various processes and flows of goods.

With the new set of logistics services which were initiated by activating the intermodal terminal, the clients obtained reduction in logistics expenses as well as a faster, safer and better quality transport service.

About the company COSCO

By the end of February 2017, the company has a total of 311 container ships, with a total carrying capacity of 1.64million TEUs, up 97.6% year-on-year, ranking the fourth place in the world for scale of container fleet.

Moreover, the company holds orders for 33 container ships, with a total carrying capacity of 542,776TEUs.

Currently, COSCO SHIPPING Lines operates 332 international and domestic shipping routes, including 209 international services (including international feeder services), 37 domestic services, 86 Yangtze River and Pearl River shipping services, covering 254 ports in 79 countries and regions worldwide.

By purchasing the majority share in the port of Piraeus in Greece, COSCO created one of the fastest growing ports in the world and obtained control over one of the key entry points to Europe through which it intends to stimulate flow of goods both in import and in export.

About the company NELT

Nelt was established in 1992, with trade being its primary activity.

Today Nelt is the leading company in Serbia and in the region in the area of distribution of commodities and pharmaceutical products, logistics services and trade marketing.

The company, within its logistics capacities, also provides international transport, storage, customs mediation, delivery, additional repacking services, labelling and adjustment services.

Nelt Srbija is part of the Nelt Group, an organizational system which connects 3800 employees in 11 companies, in 7 countries in the territory of Europe and Africa.

(from: transportjournal.com/nelt.lsp.com, May 22nd 2017)

TRANSPORT & ENVIRONMENT

SHIPPING INDUSTRY'S CO2 PROPOSAL TO IMO MAY BE A GOOD COMPROMISE

Pressure is growing on the International Maritime Organization (IMO) to deliver specific commitments to reducing greenhouse gas emissions.

A proposal from the International Chamber of Shipping (ICS) and other shipping organisations offers a possible way forward.

IBIA explains what's going on.

The IMO agreed on a 'roadmap' for its strategy to control greenhouse gas emissions from international shipping at the 70th meeting of its Marine Environment Protection Committee (MEPC 70) in October last year and it is expected to adopt this roadmap at MEPC 71 in July.

The GHG subject is such a high priority on the IMO's agenda right now that there is also going to be a week-long intersessional meeting dedicated to it in the week prior to MEPC 71.

IMO's GHG roadmap calls for an initial strategy to be adopted in the first half of 2018, which will be revised and firmed up in 2023 when the IMO should have sufficient data from its mandatory fuel consumption data collection, set to start in 2019, to make an informed decision.

Another important aspect of IMO's GHG road map is that it aligns closely with key dates in the Paris Agreement.

Parties to the Paris Agreement will take stock of the collective efforts and inform the Conference of the Parties (COP) on the preparation of "nationally determined contributions" (NDCs) in late 2018, and it will be important for the IMO to report its contribution to the Parties at this time.

There is no NDC for global shipping, and the sector isn't specifically covered in the Paris Agreement, but it will be expected to make a fair contribution to reducing manmade GHG emissions.

NDCs describe the contribution each country pledges to make towards achieving the overall objectives of the Paris Agreement.

These contributions may take many forms; they aren't necessarily a specified national cap on carbon dioxide (CO2).

The Paris Agreement will call on parties to review and strengthen the NDCs every five years to keep the overall temperature rise limitation objective of the Paris Agreement on track.

The proposal from ICS and other shipping organisations, announced by ICS last week, is very well thought out.

It would allow the IMO to report an initial ambition level for the global shipping sector to COP in 2018 in line with NDCs defined by countries.

It also aligns with the IMO's already adopted three-step process; starting with data collection, followed by data analysis, and then making policy decisions based on the data.

This means any initial strategy adopted by IMO in 2018 will be reviewed as more information becomes available.

IBIA believes in finding pragmatic and practical solutions to pursuing policy aims at the IMO, and what has been set out by ICS and others looks like a good compromise between the divergent positions we have seen.

It also shows major shipping organisations taking a proactive stance.

The proposed targets of maintaining international shipping's annual total CO2 emissions below 2008 levels, and reducing CO2 emissions per tonne-km as an average across international shipping by at least 50% by 2050 compared to 2008 are ambitious, but with the pace of change we are seeing in efficiency improvements these days they may be achievable.

We need ambitious targets to drive innovation.

It remains to be seen if IMO member states agree with this level of ambition for the 2018 initial strategy.

We think there will be resistance to the proposal to define, by 2018, an agreed percentage to reduce shipping's total annual CO2 emissions by 2050 as some will see this as a potential cap on international trade and development.

Indeed, it is important to recognise shipping's crucial role in world trade.

The economic growth developing countries rely on to improve the standard of living for their populations would lead to an increase in shipping, so this could be a challenge.

But as ICS says in its press release, any objectives adopted by IMO must not imply any commitment to place a binding cap on the sector's total CO2 emissions or on the CO2 emissions of individual ships.

While this may look like a cop-out, it is in fact in line with the Paris Agreement.

The NDCs under the Paris Agreement are not binding either; there is only a requirement to take stock regularly to assess the collective progress.

If progress is slow, the level of CO2 cuts that will be needed in the next round of targets will be more severe.

The same would apply to global shipping if the sector is to contribute to the global effort to keep damaging climate change in check.

The picture will become clearer toward 2023, when the Paris Agreement will again take stock of progress and the IMO is due to adopt a final GHG strategy.

Of course, IBIA is aware that the implied impact on the bunker supply industry is that global sales volumes of petroleum-based bunker fuels will stagnate and, ultimately, decline.

At the moment, however, the bunker industry is more preoccupied with the 2020 question.

How are we going to manage the transition from global shipping running mainly on high sulphur fuel oil, to fuels with no more than 0.50% sulphur from the start of 2020, apart from the share of the global fleet that has installed approved abatement technology prior to this deadline?

There is a parallel to the GHG question here, because the 0.50% sulphur limit will drive innovation to produce cost-effective compliant fuels and accelerate technology solutions.

A requirement to reduce the carbon intensity of shipping will also drive innovation, initially in technology that improves energy efficiency and then in low-carbon and eventually carbon-neutral energy sources.

(from: hellenicshippingnews.com, May 24th 2017)

LAW & REGULATION

SPAIN PASSES PORT LABOUR REFORMS BUT REGULATION REMAINS UNCLEAR

The Spanish parliament ratified a set of port labour reforms, with 174 votes in favour and 165 against, but another set of regulations are still up for negotiation, potentially prolonging tension at Spanish ports.

The ruling Popular Party, which does not hold a parliamentary majority, mustered enough support to pass the reforms after a failed effort in March, thanks to the votes of four other parties, including the Citizens and the Basque nationalist parties, while the Catalan European Democratic Party abstained from the process.

The legislation is aimed at liberalising the stevedore profession by gradually eliminating Sagep, the stevedores' pooling company from which employers hire workers, and cutting down collective bargaining.

The vote means Spain is legally in the European Union's good graces, 10 months after the bloc began issuing fines for the country's inability to reform its stevedore sector in line with that of the EU after being ordered to do so by a European court in December 2014.

However, the government also needs to form the appropriate regulation to apply this law moving forward.

Another draft decree, leaked to Spanish media, lays out a set of regulations that the government will apply under this law.

These regulations need to be approved by all of the government's ministers, as well as by trade unions and stevedore employers, before they can become official ministerial guidelines, industry sources in Spain told Lloyd's List.

This has caused confusion about how exactly it is going work and these negotiations could take up to four months, sources added.

The royal decree the parliament legislated on Thursday included, as an annex, proposals put forward by the mediator of negotiations between trade unions and stevedore employers that will be considered by the Ministry of Public Works in finalising these regulations.

Union hit back

Trade unions announced on Monday eight days of strikes — on every Monday, Wednesday and Friday between May 24 and June 9, during odd hours — in response to the legislation.

The International Transport Workers' Federation also slammed the vote as a betrayal to Spanish port workers.

Sources in Spain confirmed to Lloyd's List the go-slows initiated after the approval of the decree on Friday continue.

Some ports face up to a 30% in productivity decreases.

Anesco, the stevedores' employers' association, condemned the go-slows but also lamented that it was not privy to the content of the new royal decree before it was passed.

The Ministry of Infrastructure, for its part, contended that it sent its proposal to Anesco and the trade unions a day before presenting it to its Council of Ministers, as was initially agreed.

(from: lloydsloadinglist.com, May 23rd 2017)

PROGRESS & TECHNOLOGY

NORWAY SCALES DOWN AUTONOMOUS SHIPS

The first autonomous container vessel might not be a giant container vessel sailing on the open ocean, but a 120 TEU feeder vessel carrying fertilizer products less than 20 nautical miles.

While some companies are targeting the largest vessels afloat as they develop technology for autonomous ships, a group in Norway is taking the scaled down, incremental approach and developing automation in stages as it looks to take a lead in a new market for autonomous vessels.

This week the Norwegian Chemical company Yara International ASA and KONGSBERG announced the development of the YARA BIRKELAND, the "world's first fully electric and autonomous container ship, with zero emissions".

The YARA BIRKELAND will be a ballast free vessel in the range of 1,500 to 3,000 DWT with a capacity of 100 to 120 containers.

Operation is planned to start in the latter half of 2018, shipping products from Yara's Porsgrunn production plant to Brevik and Larvik in Norway.

Using ocean transport will enable Yara to eliminate 40,000 truck trips annually.

The vessel will operate as a manned vessel initially, moving to remote operation in 2019 and is expected to be capable of performing fully autonomous operations from 2020.

A closer look at the supply chain involved shows it is not one where shipping would normally be more economic than trucking.

The Porsgruun plant produces fertilizers, which are shipped in bulk, big bags and smaller sacks.

Tthe journey for containerized products from Porsgrunn to Brevik is around 12km by road, and to Larvik around 30km, the annual volume involved is 20,000 TEU.

The economics of running a conventional feeder vessel for such a short distance would be challenging.

That the new project includes an autonomous battery powered feeder vessel, and an automated ship-to-shore crane and straddle carrier at the Porsgrunn plant, suggests a lot of value is being placed on other objectives.

In an interview posted by Kongsberg Norwegian Minster of Transport and Communications, Mr Ketil Solvik-Olsen, said the project is "good for our history as a maritime nation.

We are showing that we are moving the world forward one more great step.

It's important for the companies because they show that they are leading in technology, it reflects on our clusters.

They are solving a transportation issue locally, but I think they are making a product that you can sell globally, and in that sense changing the world."

The Minister is not alone in his view - across the Norwegian maritime industry the project is being hailed as a very important milestone on a national level.

Naming the vessel YARA BIRKELAND draws on the legacy of Kristian Birkeland, who invented a nitrogen fixation process that helped pioneer the industrial production of fertilizer and establish the Yara company.

KONGSBERG is responsible for development and delivery of the electric drive, battery and propulsion control systems, and the sensors and integration required for remote and autonomous operations.

The company claims its integrated control and monitoring systems are "already capable" of supporting remote and unmanned operations.

"Developing systems for autonomous operations is a major opening and natural step for KONGSBERG, considering our decades of expertise in the development and integration of advanced sensors, control and communication systems for all areas of ship operations.

YARA BIRKELAND will set the benchmark for the application of innovative maritime technology for more efficient and environmentally friendly shipping," said Geir Håøy, President and CEO of KONGSBERG.

(from: worldcargonews.com, May 11th 2017)

STUDIES & RESEARCH

SHIPPER STUDY STRESSES SUPPLY CHAIN VALUE OVER COSTS

Shippers are increasingly prioritising supply chain value and demand elements such as visibility and inventory optimisation over simple costs, according to the 2017 Supply Chain Worldwide Survey commissioned by Geodis.

In its survey of more than 600 supply chain professionals worldwide, respondents rated much more highly this year the objectives of improving end-to-end supply chain visibility, as well as optimising inventory costs, compared to when the survey was conducted in 2015.

Both of these elements rose three places in the index of their top objectives assigned to the supply chain, ranked this year as the third and fourth most important objectives, whereas reducing transport and warehousing costs fell one place to fifth place in 2017.

However, the two top priorities remain the same in 2017 as they did in 2015, survey respondents indicating: the top objective was ensuring on-time, in full, and no error deliveries; and the second top objective was to improve product availability for delivery.

Boris Pernet, executive VP of Supply Chain Optimization for Geodis group, told Lloyd's Loading List that this reflected the increasingly strategic position that the supply chain has been taking within leading companies, which see it as a way to gain a competitive advantage.

Indeed, 57% of firms responding consider their supply chain as a competitive advantage, enabling the development of their company.

Although full visibility over their supply chain, from suppliers of suppliers to clients of clients, has progressed from the sixth SC strategic priority in 2015 to the third position in 2017, only 6% of firms have reached this target, Pernet highlighted.

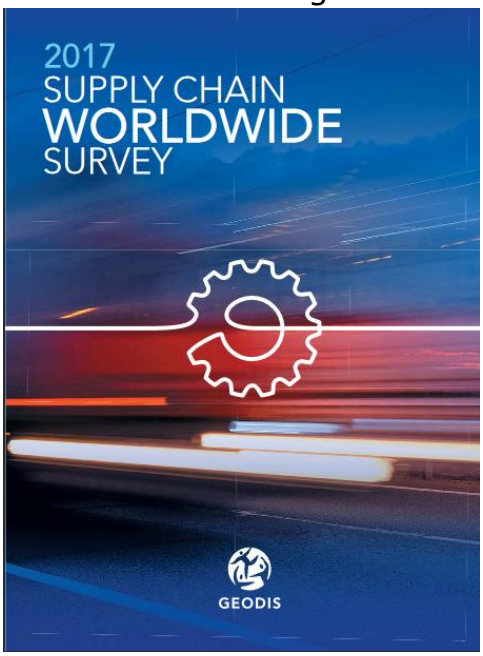
In contrast, 77% of the firms asked have either no visibility or a restricted view of their supply chain, with 15% having visibility only of their company's own production.

In the experience of Geodis, full visibility of a Supply Chain incorporates a wide range of flows – including the physical, logical, financial – throughout both the entire supply and value chains, Pernet noted.

In addition, real-time monitoring has also become a crucial asset in achieving this visibility.

He said that overall, improving end-to-end visibility enables the complexity in supply chains to be tackled, because it leads to: a closer collaboration with partners and a reduction in disputes; better risk anticipation; enhanced flexibility; an extended degree of control over processes; elevated customer satisfaction; and higher profitability.

Another interesting observation highlighted by Pernet was a correlation between the profitability of companies and both the presence of supply chain executives within the company's 'C-suite' of senior executives, and whether they see supply chain as a source of competitive advantage rather than costs.



Of those companies reporting an EBIT percentage of 15%-25%, two thirds see supply chain as a source of competitive advantage; in contrast, of the companies reporting an EBIT percentage of 0%-5%, only 44% see supply chain as a source of competitive advantage, and the majority see supply chain as a cost.

Pernet told Lloyd's Loading List that this correlation did not necessarily mean there was a causative link, with seeing supply chain as a source of competitive advantage causing higher profits, but it was a correlation worth examining further.

The 2017 Supply Chain Worldwide Survey has been led from October to December 2016 by an independent research institute, collecting 623 professional feedbacks from 17 countries, split roughly evenly between Western Europe, North America, and Asia.

You can access the full study via this link: http://www.geodis.com/supply-chain-optimization-white-paper-@/en/view-426-form.html.

(from: lloydsloadinglist.com, May 12th 2017)

INFORMATION TECHNOLOGY

NAVIS N4 3.4 TERMINAL SYSTEM DELIVERS ENHANCED FEATURES TO SIMPLIFY TERMINAL OPERATIONS AND INCREASE RELIABILITY, SPEED & RESPONSIVENESS TO IMPROVE GLOBAL CONTAINER FLOW

Navis, a part of Cargotec Corporation and provider of operational technologies and services that unlock greater performance and efficiency for the world's leading organizations across the shipping supply chain, announced the availability of N4 3.4, the newest version of its flagship terminal system software.

In direct alignment with Navis' broadened software strategy designed to make global trade smarter, safer and more sustainable for all, N4 3.4 aims to optimize performance across the shipping supply chain; simplifying processes through a combination of operational and IT improvements that provide customers with a more reliable and faster solution, and increased responsiveness to business needs.

N4 3.4, the second terminal system release delivered through Navis' quality-centric Agile development approach, further extends the company's offerings and capabilities in the areas of automation and optimization; scalability and platform consolidation; performance, upgrades and support; as well as administrative processing.

The Agile approach addresses industry needs for faster feature delivery and higher quality, with frequent "sprints" to increase the pace while investing in testing strategy and technology.

The end result is continuous integration and the ability to self-correct to bring maximum value to customers.

With N4 3.4, customers will have the ability to handle greater container volumes in a more stable and scalable platform environment.

Reduced downtime and maintenance costs, as well as access to real time information on operations status and performance are among some of the additional benefits provided by N4 3.4.

New features and enhancements in N4 3.4 include:

- Automated Horizontal Transport improvements including enhancements to the equipment optimization modules to reduce waiting times in key areas of the terminal, maximize fleet utilization and increase performance.

- System Health Monitoring Solution is being built to reduce potential outage time through early detection of critical failures and by generating alerts as quickly as possible.

  Navis will use Zabbix as its primary application monitoring tool.

- Intrablock Decking is now completely integrated with all allocations, and enables better yard optimization when decking containers within N4.

- In-Place Fallback Solution and Rolling Upgrades are part of Navis' upgrade confidence strategy to make the upgrade process reliable and reduce downtime and risk.

  Navis is offering an externalized capability to fall back on as a last resort due to upgrade complications – it is available to customers upgrading from previous versions including 2.3-2.5 to 2.6 or 3.1.

"Our journey to deliver best-in-class supply chain products continues with N4 3.4, and as we learn from previous versions and solicit customer feedback, we continue to find new ways to simplify processes and remove friction between users and N4, ultimately improving business outcomes for our customers," said Scott Holland, VP of Global Product Management at Navis.

"This is just the latest step in our mission to create products that enable our customers to address many of today's complex industry problems with a set of solutions that embrace simplicity.

At the same time, we have our eyes on the future, and have started to define the N4 optimization features that our customers will need in the years to come."

For more information about Navis and N4, visit www.navis.com.

(from: cargobusinessnews.com, May 16th 2017)

ON THE CALENDAR

▪ 06/07/2017 – 07/07/2017	Yangon	15th ASEAN Ports and Shipping 2017
▪ 28/09/2017 – 29/09/2017	Tallinn	Baltic Sea Ports & Shipping 2017
▪ 26/10/2017 – 27/10/2017	Barcelona	5th MED Ports 2017
▪ 29/11/2017 – 30/11/2017	Abidjan	18th Intermodal Africa 2017
▪ 24/01/2018 – 25/01/2018	Mauritius	12th Indian Ocean Ports and Logistics 2018
▪ 07/03/2018 – 09/03/2018	Padova	Green Logistics Expo
▪ 28/03/2018 - 29/03/2018	Beira	19th Intermodal Africa 2018
▪ 18/04/2018 - 19/04/2018	Livorno	6th MED Ports 2018
▪ 30/05/2018 - 31/05/2018	Varna	7th Black Sea Ports and Shipping 2018
▪ 04/07/2018 – 05/07/2018	Johor	16th ASEAN Ports & Shipping 2018
▪ 26/09/2018 – 27/09/2018	Riga	2nd Baltic Sea Ports & Shipping 2018
▪ 24/10/2018 – 25/10/2018	Aqaba	15th Trans Middle East 2018
▪ 28/11/2017 – 29/11/2018	Accra	20th Intermodal Africa 2018
▪ 30/01/2019 – 31/01/2019	Kuwait City	16th Trans Middle East 2019
▪ 20/02/2019 – 21/02/2019	Manila	10th Philippine Ports and Shipping 2019
▪ 20/03/2019 – 21/03/2019	Mombasa	21st Intermodal Africa 2019

The Secretariat of C.I.S.Co. is able to communicate detailed information on the programs of all the events and how to participate.