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February 15th 2014

The content of the C.I.S.Co. Newsletter is also published in the newspaper "Informare" accessible on the Internet site <http://www.informare.it>

PORTS AND TERMINALS

CHINA'S PORTS LOOK FOR MORE EXPANSION, WHILE THE EUROPEANS JUST WANT GROWTH

The throughput of the top 10 Chinese container ports increased by 6.1% in 2013, compared with the previous year, to reach 146.8m teu.

Shanghai comfortably held its top-ranked status processing 33.6m teu, representing growth of 3.3%, followed by Singapore, up 2.9% at 32.6m teu.

Generally last year, growth across Asian ports was healthy, particularly in South Korea where a year-on-year increase of 3.9% saw throughput rise to 23.4m teu.

However, at the other end of the world's busiest tradelane, the northern range ports of Europe saw growth flatten in 2013 – the cumulative total throughput for the Le Havre-Hamburg range was 39.8m teu, against 39.9m the year before.

Indeed, the largest port in the range and a major hub for transshipment, Rotterdam, saw throughput decline 2% to 11.7m teu.

Port of Rotterdam chief executive officer Hans Smits, commenting on the disappointing container figures, said the main reason for the lack of growth last year was "the continuing economic slump"; but according to *Global Port Tracker's* Ben Hackett it had more to do with consumers hesitating to open their purses against a backcloth of mixed economic signals.

So, faced with a lacklustre European market and an increase in EU protectionism-induced hikes in import tariffs, Chinese exporters looked for and found new markets to compensate: in ASEAN countries, Russia, South Africa, Latin America and the Middle East.

However, the sustainability of these emerging markets has been the subject of much angst in global stock markets since the turn of the year, with for example European bourses carrying over an average 7% loss into February, and the chat on trading desks focusing on the possibility of a "10% correction in the first quarter".

Ironically this "emerging market crisis" has been fuelled by events in the world's two biggest economies, the US and China.

In the US, the announced scaling back of its quantitative easing economic stimulus programme, and in the latter a surprise dip in the official Purchasing Managers' Index – a barometer of China's economic health.

Emerging markets, particularly in Latin America, depend heavily on investment from the likes of China and the US, and the markets have reacted to the negative implications of a scaling back by the two economic super powers.

After a good 2013 for global stocks and a raft of encouraging economic indicators in Europe, the outlook for 2014 was positive prior to the emerging market jitters, indeed in December's *Global Port Tracker* for north Europe, Ben Hackett's editorial was upbeat.



He wrote: "Our projection for 2014 remains positive and we continue to forecast a recovery in the first six months of the year after weak growth in the past six months."

How much further stock markets will fall is more difficult to predict than if, and for how long, ocean carriers can maintain general rate increases, but there is no doubt that the two will be linked and will depend on the return of positive sentiment.

(from: theloadstar.co.uk, February 5th 2014)

MARITIME TRANSPORT

SHIPS MAY TAKE THE LONG WAY ROUND AS KIEL CANAL DELAYS LOOK SET FOR NEXT SEVEN YEARS

Ships passing through the Kiel Canal, a key shipping artery and vital to the success of Germany's main container gateways of Hamburg and Bremerhaven, could continue to face delays for the next seven years, it was claimed this week.

Ship agency GAC warned that waiting times for vessels of over 125 metres in length and 6.5 metres draught trying to enter at the western Brunsbüttel Lock had lengthened to 12 hours, while at the eastern entrance at Kiel-Holtenau, there were delays of up to four hours.

The canal is almost 120 years old and, with up to 37,000 transits each year, more traffic passes through its ancient locks than through the Suez and Panama canals combined.

However, it has suffered from a chronic lack of investment by successive federal governments – which, for a country that prides itself on its infrastructure achievements and maritime heritage, is particularly galling to those in the shipping industry.

"The problems are due to lack of maintenance over the past 25 years," one local source told *The Loadstar*.

He explained that plans to build a new lock at Brunsbüttel and to deepen and widen the canal have existed since the 1980s, but following the reunification of Germany in 1989, canal traffic dropped steeply as the former East German fleet disappeared and the Soviet Union broke up – both had relied on it as an access point to the North Sea and Atlantic Ocean.

As a result, federal infrastructure funds had switched into the rebuilding of East Germany, particularly its road network.

Thus the canal was unprepared for the surge in Baltic traffic that has taken place over the past 15 years, especially box cargo feedered from Hamburg and Bremerhaven.

Locks that were designed in 1900 – as the age of steam came to an end – were unable to deal with modern vessels.

Ships today seldom turn off their propellers when docking in the lock, as it is hugely fuel inefficient.

This created such stress that the Brunsbüttel lock gate wheels, which ran on rails on the floor of the lock, sheered off and the gates now run on wooden skids.

The canal has four sets of locks: two for vessels of up to 125 metres long; and a larger pair that can take ships of up to 310 metres.



In spring last year, both sets of locks, at either end of the canal, were closed, which meant ships had to divert around the Danish coast – in some cases, a deviation of hundreds of miles.

This was a crisis that finally elicited a response from the German government, according to Alexander Geisler, managing director of VHSS, Hamburg's ship agents' association.

He is clearly frustrated with the lack of consideration the canal has been given by the government in Berlin, which remains ultimately responsible for its funding.

"We formed a coalition with shipowners, agents, freight forwarders and even the maritime pilots, and went to Berlin to do a lot of lobbying.

The Kiel Canal is so important for the ports of Bremen and Hamburg, while a lot of exports from Bavaria and southern Germany destined for Russia and the Baltic states go through Kiel.

"But so many people in Germany simply don't realise this; while the minister for infrastructure is from Bavaria, and for him the priority is roads," he told *The Loadstar*.

Nonetheless, Dr Geisler's efforts in Berlin were successful, with the government committing to repairing the big lock at Brunsbüttel and greenlighting plans to build a fifth lock there.

This is scheduled to cost over €300m, but could handle ships of up to 330 metres.

With a Kiel-max containership set at around 1,400teu, to allow the canal to handle larger vessels would require it to be dredged and widened, which could cost at least another €1bn.

But just repairing the Brunsbüttel lock will be no easy task.

Work is expected to take until at least April, depending on the weather, while construction of the fifth lock will take between six and seven years, which Dr Geisler said would likely cause further delays to shipping operations.



“The big problem is that the shipping companies need reliability; the supply chain needs reliability; and if we can’t minimise the risk of delays or a vessel getting locked in, we will lose business.

Everyone knows this in Kiel – they work incredibly hard to keep it open,” he added.

However, many in Hamburg also worry that if the delays are prolonged, shipping lines might opt for the longer route on a more permanent basis.

Their fear is competition from Rotterdam and Antwerp.

Due to these ports being further from the canal, deviation around Denmark is less of an issue, and both have long looked to attract Baltic transshipment business away from its traditional home in Germany.

According to the Kiel Canal authority, transiting the canal would save a line 332 miles on a passage to St Petersburg from Hamburg, compared with the route around Denmark; however, it would save only 182 miles originating from Rotterdam.

With canal transit fees and long delays, the passage around Denmark looks more attractive, and ships have already begun to make the diversion.

Local agents don’t believe a permanent shift will occur, however.

“Some vessels have decided to take the route via Skaw but we are confident that they will return when the operation is back to normal,” one told *The Loadstar*.

"Last year, during the closure of the Kiel Canal, all traffic went via Denmark, but soon after the re-opening it all came back.

So we are confident that we need to overcome the repair period and bring shipping back to the Kiel Canal."



But the delays are already costing shippers more.

North European feeder operator Team Lines has imposed a €17.5 per teu Kiel Canal surcharge, "to compensate additional waiting time by means of higher service speed which led to higher

bunker consumption and additional operational costs during the port stay".

And Hapag-Lloyd will implement a €18.5 per teu surcharge from the beginning of February.

Neither carrier appears to hold much hope that the problems surrounding the canal will be solved anytime soon – a situation that is laced with irony, as Dr Geisler observed: "The funny thing is that, over a century ago, the Kiel Canal was built in eight years and now we are talking six years just to build one lock."

(from: theloadstar.co.uk, January 29th 2014)

RAIL TRANSPORT

EUROPEAN RAILFREIGHT SHOWS NO SIGNS OF RECOVERY

European railfreight reported negative results in terms of transport performance and profits in 2013 and with the weak economic situation continuing, performance remains someway off matching the pre-economic crisis high of 2007.

These are the findings of German consultancy SCI Verkehr's "European Railfreight Transport Market 2014" study in which it states that following a catch up in 2010 and 2011, and despite high expectations, further improvements to performance have not materialised.

The market volume amounted to €17bn in 2012, a 5% decrease on 2011 and this figure will not be exceeded in 2013 in a market that SCI Verkehr describes as "volatile."

It says that performance at some railfreight companies has shrunk so dramatically that returns to pre-crisis levels will not be achieved in the long-term.

In addition restructuring programmes by various transport companies have not yet achieved a significant turnaround in transport performance or profits.



Fret SNCF and Trenitalia Cargo have taken steps to address their respective declines but have not yet returned to profit, while attempted privatisations among Eastern Europe operators including CFR Marfa, HZ Cargo and BDz Cargo have failed.

PKP Cargo did recently successfully float on the Warsaw Stock Exchange and has recorded positive and improving results in the last two years, as has DB Schenker.

Rail Cargo Group reported a positive Ebit in 2012 following a loss in 2011, while Fret SNCF, Trenitalia Cargo, SBB Cargo and Green Cargo all reported negative but improving results.

SCI Verkehr says sluggish economic conditions in Europe and fierce intermodal competition, which includes predatory pricing from road transport companies, is contributing to these results.

However, it does say that there is substantial potential for a turnaround by modernising company structures, internal activities and processes, and size optimisation through company mergers and alliances.

In its forecasts of performance up to 2020, SCI Verkehr's index base case estimates a return to pre-crisis levels by 2020, while the upside case projects a return by 2016.

However, the downside case forecasts only a return to 2010 levels by the end of the decade.

(from: railjournal.com, February 6th 2014)

INTERMODAL TRANSPORT

DHL LAUNCHES TEMPERATURE-CONTROLLED CHINA-EUROPE RAIL SERVICE

DHL Global Forwarding, rolls out its 2014 China development plans with the launch of a unique temperature-controlled China-Europe rail service.

Powered by a diesel-electric engine, DHL containers allow internal temperatures to be controlled, tracked and remotely modified.

This provides an all-year round multi-modal shipping solution for temperature sensitive products that traditionally were unable to use the fast and cost-effective trans-continental West rail corridor, during harsh winter and hot summer months.



Kelvin Leung, CEO, DHL Global Forwarding, Asia Pacific, said: "Over the past three years, our innovative multi-modal team have launched several pioneering and comprehensive transport solutions for our customers that cuts time, reduces costs and CO2 emissions.

The launch of DHL Global Forwarding's temperature-controlled China- Europe rail service is our first such for 2014, offering our customers with temperature sensitive products year round access to this efficient shipping route whatever the weather –from the most scorching summer to the coldest winter.

This kind of innovation, gives our customers yet more flexibility coupled with the reliability of DHL service quality.

DHL Global Forwarding's temperature-controlled rail service allows for precise climate control of containers on the fastest lane from China to Europe - the West corridor between Chengdu and Lodz.

Despite external temperatures that range annually from highs above 26C to lows of an average of at least -17C, customers can set optimum internal temperatures for their consignment from -25C to 25C all-year round - a

considerable benefit for hi-tech and other temperature sensitive goods in particular.

Containers are lightweight and made from aluminum and high-strength steel and provide their own energy using a diesel-electric engine.

All are fitted with an advanced track and trace system that allows customers to not only know their shipment's precise location but also check and modify internal temperatures during the route if necessary."

The China-Europe rail service was launched last year in partnership with YHF Logistics, operator of the rail service that runs along China's West corridor – the Chengdu Express Train.

Dubbed the fastest rail connection between China and Europe, the service starts in Chengdu, China and runs along China's West corridor to DHL's intermodal hub in Małaszewicze and Lodz, Poland.

(from: multimodaljournal.com, February 12th 2014)

INDUSTRY

DREWRY: BIG SHIPS TOO COSTLY FOR CARRIERS TO IDLE

Although the container lines are idling more ships, many fewer have been taken out of service compared to last year, according to Drewry Maritime Research's latest issue of Container Insight.

Drewry says the industry trend is to cancel sailings when needed rather than canceling whole services, especially those that involve ships with capacities of 8,000 TEUs or more.

According to Drewry's latest data, 175 vessels with a joint capacity of 516,800 TEUs were idled in mid-January, compared to only 152 vessels offering a capacity of 239,000 TEUs idled in September 2013.



The report said the sheer number of new vessels is partly responsible for the growth, with 74 vessels between 3,000 and 8,000 TEUS having joined the fleet during 2013, compared to 58 in 2012.

Another contributing factor is that five Trans-Pacific services were withdrawn between September and November, compared to none a year earlier.

Drewry said the lay ups cannot be attributed to improvement in demand, but is probably more related to the fact that freight rates that remain low.

The formation of the P3 alliance could also be a factor in the growing number of idled ships, the report says, since rivals are being forced to hesitate before embarking on any fleet reduction program that could hurt market share before the second/third quarter of 2014.

The G6 also intends to expand into the Trans-Pacific and Trans-Atlantic trades then, further endangering market share for the unaligned.

In conclusion, Drewry forecast that even though the idle fleet capacity will surge in February due to the Chinese New Year, more service withdrawals are less likely because of the threat of the P3 alliance and the expansion of the G6 alliance.

They predict more vessels between 3,000-8,000 TEUs will also be laid up due to the large number of ships over 13,000 TEUS due to be delivered this year.

(from: cargobusinessnews.com, February 3rd 2014)

LOGISTICS

LOGISTICS VITAL FOR SOCHI WINTER OLYMPICS 2014

The 2014 Sochi Winter Olympics, which start today (7-23 February), have seen a huge logistical effort to ensure pallets and packages were transported from countries all over the world to one central location.

The goods which were shipped by sea, air, rail and road, were managed by the Federal Customs Service and Sochi 2014 organising committee.

The goal of the Sochi 2014 organising committee logistics function is to support Olympic and Paralympic family members in arranging the delivery and customs clearance of Games-related goods as efficiently as possible and on time.

A reported \$51 billion has been spent on the Sochi Winter Olympics, making it the most expensive Olympic Games ever, and \$8.7 billion was spent on completing the road and rail infrastructure for transportation.

The final logistical cost has not been reported yet.

The Sochi 2014 organising committee selected an official freight forwarder for every avenue of freight access to Sochi, to ensure efficiency.

Russian Railways is the official freight service provider, as it can carry over 1.1 billion tons of freight annually, and Aeroflot is the official airline used as the cargo freight carrier.

New roads with a total length of 157km, the modernisation of existing infrastructure and the construction of new stations have all been implemented by Russian Railways to aid the Games.

Aeroflot has increased the number of flights from Moscow to Sochi from five to 15 daily, and is thought to benefit the most from the Winter Olympics, with higher profits generated from the growth in traffic.

Some other types of goods can be brought into Russia only under certain conditions and if the importer complies with specific procedures.

To import such goods the importer must submit documentation (licenses, certificates, permits, etc.) to customs.

For every piece of equipment shipped, there will be extra in case of damage or faulty pieces.

The logistics numbers for the amount of freight shipped will be huge; exact figures will be released after the event.

The IBC warehouse contains the broadcasting equipment for the 2014 Olympics, comprising of 8,400 sq meters, and the main central logistics hub has 2,700 sq metres of space for all other goods.



When the freight is shipped to final destinations from the distribution centres, freight forwarders have a precise delivery window for each venue to guarantee maximum

security.

With more than 5,500 athletes from more than 80 countries, over 1,350 Paralympic athletes from over 44 countries, 25,000 volunteers and 12,000 media representatives attending, it is fortunate there is no quantity limit enforced on the amount of shipments for the Olympics.

(from: lloydsloadinglist.com, February 7th 2014)

LAW & REGULATION

NEW EU DIRECTIVE TO MIX THINGS UP

New EU rules on public procurement and concession contracts are set to ensure better quality and value for money when public authorities buy or lease works, goods or services.

The new directives overhaul the current EU public procurement rules and for the first time, sets common EU standards on concession contracts to boost fair competition and ensure best value for money.

This will be done by introducing new award criteria that place more emphasis on environmental considerations, social aspects and innovation.

Isabelle Ryckbost, secretary general, ESPO, told Port Strategy: "Following the adoption of the directive, port authorities are in the process of assessing the impact of the new rules in the port contracts."

But ESPO says it's too early to identify benefits or challenges linked to the application of the new EU directive.



However, it does welcome "that land lease agreements are clearly out of the scope of the directive on the award of concessions", Ms Ryckbost added.

The EU says the bidding procedure for companies will also be simpler, with a standard 'European Single Procurement Document' based on self-declarations.

Only the winning bidder will have to provide original documentation.

The new rules also encourage the division of contracts into lots to make it easier for smaller firms to bid.

The new directives will enter into force 20 days after publication in the Official Journal of the European Union.

After this date, member states will have 24 months to implement the provisions of the new rules into national law.

(from: portstrategy.com, January 29th 2014)

PROGRESS & TECHNOLOGY

ALTERNATIVE FUTURE MARINE FUELS

DNV GL has published a new position paper, entitled 'Alternative Fuels for Shipping', which lists a number of long-term options for low carbon, low emission fuels for the industry.

Naturally, given the former DNV's prominence in the field, LNG is well to the fore.

But that has now become sufficiently established so that although many might still regard it as alternative, its eventual adoption now seems a certainty.

So it was the rest of the proposals that grabbed our attention.

"Deep sea shipping needs globally available fuels and so will tend towards LNG and biodiesel, if it becomes available," said Christos Chryssakis, the DNV GL senior researcher behind the study.

But the biggest focus for deep sea ships seems to be to make use of any readily-available energy source, which includes renewables.

The key to this seems to be battery technology and other energy storage media like fuel cells, still an emerging technology, but one which is advancing rapidly.

One of the often-overlooked factors in low-carbon fuels is the cost of production and transportation – in both monetary and environmental terms – which has to be factored in.

DNV GL refers to this as the 'well to propeller' cost.



And this makes some of the proposed 'alternatives' such as biofuel look relatively impractical.

Short sea shipping is where most alternative fuels are likely to be used, in Sweden, for example, Stena Line is converting some ferries to run on locally-produced methanol, while local biomass and biogas produced from waste are other possibilities for the longer term.

Were it not for political perceptions, nuclear power would offer a highly attractive solution.

But it can still play a part in producing shore power for ships in port or to recharge shipboard batteries.

DNV GL says that it recognises the challenges ahead for ship owners and operators, but is continuing to investigate, and provide solutions for, these challenges and assist owners to come up with a viable and sustainable way ahead.

(from: maritimejournal.com, January 30th 2014)

STUDIES & RESEARCH

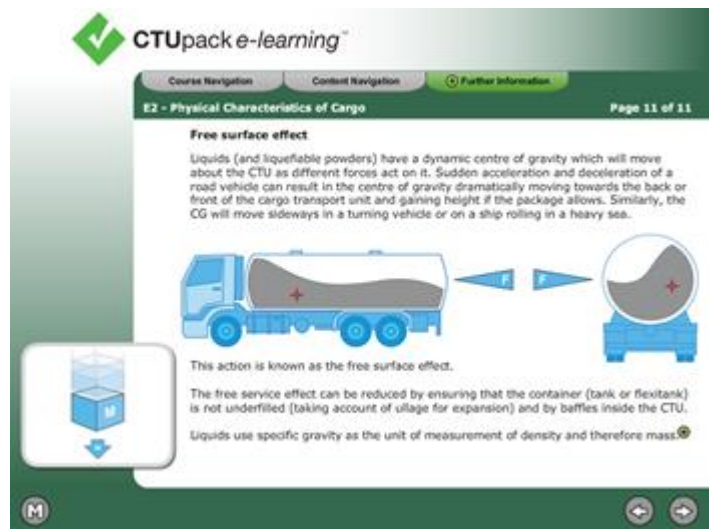
POOR CONTAINER PACKING COSTING INDUSTRY MILLIONS

Analysis by specialist transport and logistics insurer TT Club has revealed that as many as two thirds of accidents that involve the loss of, or damage to, containerised cargo are thought to be caused by poor or improper packing and securing.

Such a finding is echoed by the ocean carriers' Cargo Incident Notification System (CINS), where a third of incidents investigated were found to have this cause.

The loss to the industry is substantial, resulting in direct expense, operational disruption and management distraction, not to mention litigation or insurance costs.

The TT Club's claims history is strewn with incidents that indicate inadequate awareness of the dynamic forces that can be encountered during intermodal transport, in addition to lack of consideration of the consequences of inappropriate load distribution within the CTU.



However, since the modern container typically passes through so many handling processes during its journey, it can be difficult to pinpoint liability for an incident, even where poor packing is suspected.

"It is no surprise that the correct packing of containers is high on the agenda for industry bodies, regulators and insurers, as the consequences of unsafe and badly secured cargo are serious.

"It is important to take account not only of financial losses but also in too many cases serious bodily injury to operators, and even death", said TT Club's risk management director, Peregrine Storrs-Fox.

"Increased levels of training to maintain and improve the expertise of those employed by shippers, consolidators, warehouses and depots to pack containers and other transport units is now essential", he continued.

"This is why TT Club has commissioned the expert e-learning course designer Exis Technologies to develop the CTUpack e-learning™ course".

The CTUpack e-learning™ course is an online training tool for those involved in the packing and unpacking of cargo transport units (CTU), comprising freight containers, swap bodies, trailers and suchlike used in intermodal transport.

The first release of CTUpack is a foundation level course, which is being launched today.

The course modules focus on the topics of cargo, transport, packing and arrival.

There are lessons on the issues most relevant to container packers, including forces and stresses encountered during transport, and how these need careful consideration when packing and securing cargo in a CTU.

Students are assessed continuously through the course and receive a course completion certificate which records their final score.

The e-learning course is accessed via the web and is available for individual training or for national, regional or global company training programs.

Multiple courses are managed using Exis Technologies' e-learning management system, which provides administrator functions for setting up courses and monitoring students' records.

The aim of the course is to focus industry attention on the significant and dangerous implications of bad packing and provide guidance consistent with current good practice.

The course takes account of the recent revisions to the ILO/IMO/UNECE* Guidelines, anticipated to be approved as a non-mandatory, but enforceable, Code of Practice later this year.

The CTUpack e-learning™ will evolve to reflect any further changes to the UN documents and other industry good practice guidance.

Storrs-Fox concluded, "CTUpack e-learning follows the well-established IMDG Code e-learning training course from Exis, which is also sponsored by TT Club.

Both courses fit closely with the risk management approach that the Club has always fostered among the global freight transport community.

As in other operational sectors of the industry, training is clearly the number one loss prevention measure and, if adopted as a core feature of the operator's culture, can greatly reduce the number of incidents incurred globally each year throughout the industry."

(from: lloydsloadinglist.com, February 3rd 2014)

REEFER

FEDEX EXPRESS LAUNCHES SENSEAWARE IN EUROPE

FedEx Express has announced the expansion of its award-winning service, SenseAware into 14 new countries across Europe.

SenseAware caters for the healthcare and life sciences industries, and their requirements to access high value environmental sensitive and time critical, products.

FedEx customers in Belgium, Italy, France, Spain, Switzerland, Netherlands, Ireland, Denmark, Norway, Sweden, Finland, Czech Republic, Poland and Germany can now stay one step closer to their most critical, high-value and time-sensitive shipments in near real-time with SenseAware.



Customers in Canada will now also benefit from expanded capabilities and availability in that country.

The expansion of the SenseAware service in Europe and Canada means a matching rollout in those countries for the FedEx ShipmentWatch service.

FedEx ShipmentWatch, a service of FedEx Custom Critical, leverages SenseAware for a range of sensitive shipments, including one-time and non-FedEx shipments.

SenseAware combines an online application with a multi-sensor device to provide customers that ship high-value or environmentally-sensitive products with near real-time visibility, insight and collaboration across their supply chains.

In addition to location monitoring, the service can also monitor temperature, light exposure, relative humidity, shock and barometric pressure.

The SenseAware 2000 device supports a dry ice probe which monitors temperatures ranging from -80°C to +60°C (-112°F to +140°F) and a cryogenic probe which can monitor shipments from -195°C to +60°C (-319°F to +140°F), especially useful in the healthcare industry.

"As today's global business environment becomes increasingly complex, information has never been more critical to organizations," said Carlo Novi, managing director, Sales, HealthCare Solutions, FedEx Express EMEA.

"Thanks to our international expansion program, even more healthcare customers have access to this information, providing insight to make better, timelier decisions and help identify opportunities to increase the efficacy of their supply chains."

FedEx capabilities have been expanded to specifically match customer's evolving needs, including temperature-controlled transportation solution, critical inventory logistics for medical devices and spare parts, dangerous goods transportation, dry ice replenishment and gel pack reconditioning and temperature-controlled packaging.

"Within the healthcare industry, the complexity of national and international regulations is growing and the logistical challenges are impacting every level of the delivery chain," continued Novi.

"SenseAware enables organizations to overcome these challenges and ship their valuable items across the region and internationally in a secure and controlled way."

(from: lloydsloadinglist.com, February 12th 2014)

ON THE CALENDAR

- [6th Intermodal Asia 2014](#)
Intercontinental Melbourne The Rialto, Australia
Thursday 27 and Friday 28 February 2014
- [Cool Logistics Africa](#)
Cape Town, South Africa
4-6 March 2014
- [12th Intermodal Africa 2014](#)
Lagos Oriental Hotel, Lagos, Nigeria
Thursday 27 and Friday 28 March 2014
- [Intermodal Asia 2014](#)
Shanghai, P.R. China
1-3 April 2014
- [Intermodal South America 2014](#)
São Paulo, Brazil
1-3 April 2014
- [TOC CSC: Asia 2014](#)
Singapore
8-9 April 2014
- [2nd Med Ports 2014](#)
Kenzi Farah Hotel, Marrakech, Morocco
Wednesday 23 and Thursday 24 April 2014
- [10th Trans Middle East 2014](#)
InterContinental Doha The City, Qatar
Wednesday 21 and Thursday 22 May 2014
- [SIL 2014](#)
Barcelona, Spain
3-5 June 2014
- [12th ASEAN Ports and Shipping 2014](#)
JW Marriott, Jakarta, Indonesia
Wednesday 11 and Thursday 12 June 2014
- [TOC CSC Europe 2014](#)
London, U.K.
24-26 June 2014
- [RORO 2014](#)
ExCeL, London, UK
24-26 June 2014

- [Cool Logistics Global](#)
Rotterdam, The Netherlands
30 September - 2 October 2014
- [3rd Black Sea Ports and Shipping 2014](#)
Istanbul Marriott Hotel Asia, Istanbul, Turkey
Wednesday 03 and Thursday 04 September 2014
- [12th Intermodal Africa South 2014](#)
International Convention Centre Durban, South Africa
Thursday 23 and Friday 24 October 2014
- [Intermodal Europe 2014](#)
AHOY, Rotterdam, The Netherlands
11-13 November 2014
- [9th Southern Asia Ports, Logistics and Shipping 2014](#)
ITC Grand Chola Chennai, India
Thursday 27 and Friday 28 November 2014
- [9th Indian Ocean Ports and Logistics 2015](#)
Maputo, Mozambique
Thursday 22 and Friday 23 January 2015
- [8th Philippine Ports and Shipping 2015](#)
Manila, The Philippines
Thursday 12 and Friday 13 February 2015
- [13th Intermodal Africa North 2015](#)
Lagos Oriental Hotel, Lagos, Nigeria
Thursday 26 and Friday 27 March 2015
- [11th Trans Middle East 2015](#)
Kuwait
Wednesday 29 and Thursday 30 April 2015
- [4th Black Sea Ports & Shipping 2015](#)
Constanta, Romania
Thursday 28 and Friday 29 May 2015
- [13th ASEAN Ports and Shipping 2015](#)
JW Marriott, Jakarta, Indonesia
Wednesday 24 and Thursday 25 June 2015
- [10th Southern Asia Ports, Logistics & Shipping 2015](#)
Mumbai, India
Thursday 17 and Friday 18 September 2015
- [13th Intermodal Africa South 2015](#)
Mulungushi International Conference Centre, Lusaka, Zambia
Thursday 29 and Friday 30 October 2015
- [3rd MED Ports 2015](#)
Civitavecchia (Rome), Italy
Thursday 26 and Friday 27 November 2015

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