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**February 28<sup>th</sup> 2014**

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## PORTS AND TERMINALS

### YILPORT AUTOMATES TURKISH TERMINALS

Yilport is to implement APS Technology Group's (APS) gate automation and operating solutions for four multipurpose ports it operates in Turkey – a move that APS says is a "game-changer" for the industry.

Yilport will also implement the APS automated container identification and handoff solutions at the quay using crane optical character recognition (OCR) at its facilities in Gebeze, as well as at its new terminal, Gempport, under construction in Gemlink.

A spokesperson for Yilport told *Port Strategy*: "The contract is worth over \$2m, but a separate M&S and services will push this over \$2.5m in the next three years.

Any gate and crane solution will allow the terminal to benefit from data accuracy, increased safety and security.

We have added a layer to allow central gate exception handling which is unique outside the US, this will allow us to streamline gate processes across our portfolio from a single window to our customers."

Yilport provides container, general cargo, bulk and liquid cargo handling and warehouse services and says it plans to improve operational productivity, safety and security by deploying APS solutions.

"We are focused on the continued expansion of the Yilport portfolio of terminals with the aim of being a top 10 global port operator," explained Sean Pierce, CEO, Yilport Holding.

Its control clerks will be able to manage exceptions across all gates and cranes from one central and remote location.

The solution also provides support for Yilport's enterprise reporting.

The Yilport portfolio includes four ports in Turkey and 50% share of Malta Freeport.



It was the first container terminal to implement gate automation in Turkey when the company installed APS gate OCR solution at its Gebeze facility in 2010.

The company told *PS* it will continue to invest in technology in 2014, starting with RTG electrification, which is near completion.

*(from: portstrategy.com, February 18<sup>th</sup> 2014)*

## MARITIME TRANSPORT

### CKYH REGROUPS WITH EVERGREEN TO FIGHT THE P3 AND G6 – WILL CSCL BE NEXT TO LINK UP?

In the worst-kept secret in container shipping, the CKYH alliance of Cosco, K Line, Yang Ming and Hanjin Shipping is to team up with Taiwan's Evergreen Line on the Asia to Europe tradelanes to form an enlarged operational grouping to be known as the CKYHE alliance.

Rumours have abounded over the past few weeks that the lines were close to a deal.



Indeed, the trade gossip prompted Evergreen to issue a statement yesterday saying it was "continually reviewing its operational options to better serve customers and increase efficiency of its vessel utilisation".

It added: "To this end, we are in negotiation with CKYH to establish a new alliance."

And in a joint press release today, the five parties said they had "agreed in principle" to establish a shipping alliance from March 1, "subject to compliance with the relevant regulations".

In practical terms, the CKYHE alliance will commence operations in mid-April, with, it says, six services between Asia and North Europe and four loops plying the Asia-Mediterranean tradelane.

Meanwhile, alliance partner Cosco has signed a "strategic co-operation agreement" with compatriot China Shipping Container Lines (CSCL), which encompasses "resource-sharing mechanisms in [the] areas of shipping, terminal operation, logistics, shipbuilding and ship repair".

It would, therefore, be no surprise to see CSCL also involved to a certain extent in the new CKYHE grouping.

Elsewhere, the G6 alliance has announced its port rotations for the proposed Asia-US west coast and transatlantic services, a total of 17 services in the two tradelanes – 12 transpac and five transatlantic.

On Tuesday, the G6 members responded to further questions from the Federal Maritime Commission, which now has until April 4 to ask more questions, seek an injunction or do nothing, the latter effectively giving the alliance the green light to start its services in the second quarter of the year.

The G6 is clearly trying to trump its main rival, the proposed P3 network, by giving shippers details of its service plans, while Maersk Line, MSC and CMA CGM are not yet in a position to issue a joint statement – albeit that the P3 could receive regulatory clearance earlier, by late March.

*(from: theloadstar.co.uk, February 20<sup>th</sup> 2014)*

## RAIL TRANSPORT

### ALTENWERDER IS GERMANY'S LARGEST CONTAINER RAIL TERMINAL

Around half a million boxes were handled by rail at the HHLA Container Terminal Altenwerder (CTA) last year.

This means that CTA was by far Germany's largest rail terminal in terms of container throughput in 2013.

This success gives a boost to Hamburg, Europe's largest railway port.

Exactly 496,762 boxes – the equivalent of 813,100 standard containers (TEU) – were handled by rail at CTA in 2013.

Compared to 2008, the year before the outbreak of the financial and economic crisis, this represents an increase of almost 40% in throughput handled by rail.

This means that rail throughput at the CTA grew at a much faster pace than the throughput handled by all other modes of transport.



Hamburger Hafen und Logistik AG (HHLA) has made a whole range of investments to further improve the efficiency with which railway boxes are handled at CTA over the past few years as part of its intermodal strategy.

The addition of a second railway siding has increased the flexibility of the facility and enables additional trips.

It is also now possible to control the sequencing and arrival of trains centrally thanks to a new control and signalling system.

Finally, electrically powered vehicles are used to check the trains that are ready for departure.



This means that even this part of the transport chain can be performed without any carbon emissions.

Oliver Dux, CTA Managing Director, explains: "Handling 500,000 boxes by rail – this is a great success for us.

We owe this success first and foremost to our customers, who opted to use the commercially attractive and environmentally friendly rail-based system.

We played our part by making a whole host of investments and changes to our processes.

Another key reason for the sharp rise in rail throughput is capital expenditure made by the Hamburg Port Authority in the port railway over the past few years.

At CTA, efficient handling processes go hand-in-hand with a high performing hinterland system."

The Container Terminal Altenwerder utilises with a very high degree of automation and electrification.

HHLA operates a total of three container terminals in Hamburg.

CTA's largest individual customer and train operator is DB Schenker Rail.

Dr. Bernd Pahnke, Port Liaison Officer for DB Schenker Rail, adds: "The Container Terminal Altenwerder is a very strong railway handling terminal, both in terms of quantity and quality.

The reliability of its processes is of paramount importance to us.

For this reason, we are very pleased to see how the systems of CTA and the port railway interlock with each other."

*(from: eurift.eu/hhla.de, February 20<sup>th</sup> 2014)*

## ROAD TRANSPORT

### HGV ROAD CHARGING IN UK

The new UK levy for trucks above 12t mgw comes into effect in April this year.

In effect this is a Eurovignette scheme aimed at obtaining a contribution to road wear from foreign-registered HGVs, the first time such a scheme has been introduced in the UK.

In accordance with EU rules (1999/62/EC), the charging regime applies to UK-registered trucks as well, but is expected to be revenue-neutral for 90% of same because of compensating reductions in VEDs.



Firm plans for the levy, (which has been discussed for around 10 years!) were announced in October 2012.

It was originally due to come into force in April 2013, but was brought forward a year following lobbying by the Road Haulage Association (RHA).

There are seven levy bands, corresponding to truck VEDs.

The scale of charges varies according to the size of the vehicle, but is £1000 a year or £10 a day for the heaviest artics (VED Band G), and about 30% more for 40t drawbars, although the latter tend to be used in niche trades (eg Dutch flowers).

In practice, most foreign-registered HGVs accessing the UK are artics plated for 40t or 44t gross, contracted directly to shippers (typically supermarkets, automotive manufacturers) or groupage operators.

With the shift of manufacturing and sourcing to Central and Eastern Europe, traditional imports of produce from Spain, Italy, etc, it is generally not cost-effective to use smaller load units.

The charges are fixed for the next four fiscal years and are expected to raise £20M/year, although enforcement costs will reduce this amount.

The calculation is based on the government's figures of around 130,000 foreign-registered HGVs entering the UK each year, making a total of around 1.5M trips.

According to the RHA, it costs around £300/day to operate a 44t mgw artic, so a charge of £10 would increase costs to foreign truck operators by around 3%.

This is not enough to shift demand to UK-registered trucks or encourage modal shift to shortsea lo-lo, unaccompanied ro-ro over East Coast ports, or intermodal rail.

Maggie Simpson, executive director of the Rail Freight Group, told *WorldCargo News*: "We have tended to the view that the levy is a bit of a damp squib and a missed opportunity.

It's neutral for UK hauliers and is so small that for foreign-registered hauliers it isn't likely to bite at all."

She adds that the levy is a step in the right direction as far as Channel tunnel intermodal is concerned, but "I cannot see it making a real difference given the complexities of the market and the small level of charge."

UK hauliers will pay the levy when their VEDs are renewed.

Foreign hauliers will pay by internet, telephone, or point-of-sale terminals on ferries, truck stops, etc.

Failure to pay the levy will be a criminal offence, attracting a £300 fixed penalty notice, or, in the case of foreign HGVs, a deposit taken at the roadside.

The foreign operator payment system will be operated by Northgate Public Services, on behalf of the Department for Transport.

A public web based database will be available to allow anyone to check the levy status of an HGV by entering its registration number.

*(from: worldcargonews.com, February 19<sup>th</sup> 2014)*

## INTERMODAL TRANSPORT

### **KOMBIVERKEHR LAUNCHES SERVICE OFFENSIVE IN AUSTRIAN TRANSPORT**

Together with its partner Rail Cargo Group, Frankfurt-based Kombiverkehr KG is launching a new production concept for continental transport services between Germany and Austria from 7 April.

This will shorten the overall journey time of shipments between both countries whilst increasing the capacity and flexibility of intermodal transport.

"We will provide two or three departures every day from Monday to Friday from Duisburg-Ruhrort Hafen DUSS or Neuss-Hessentor, plus one Saturday departure," announced Kombiverkehr General Manager Robert Breuhahn.

Semi-trailers, containers and swap bodies can then travel by rail 13 times a week from the Ruhr region directly to and from Wels and benefit from a fast connection to Vienna.

"At the same time, we are making improvements inside Austria to the service with Vienna for trains from Ludwigshafen."

Up to now, single-wagon services have been used to forward consignments on the Ludwigshafen-Wels direct trains to and from Vienna.

From April, however, Wels will have a shuttle service to the Austrian capital from Monday to Friday.

Wels also has numerous rail connections to more regions of Austria.

"In order to implement the new production concept, we have replaced three Neuss-Vienna train services with three Neuss-Wels services and five new shuttle trains operate between Wels and Vienna, thus bringing many benefits for our Austrian customers," Breuhahn commented.

"Even though we consistently route all the trains through the central gateway in Wels, we still lose no time compared with the previous Neuss-Vienna direct trains."

This is because wagons travelling on to Vienna do not even enter the terminal.

They are uncoupled outside the transshipment station and join the direct train that runs between Wels and Vienna five times a week.

The new concept has made it possible to have staggered closing times for acceptance in Duisburg and Neuss and increase the number of departures to Wels from Neuss from five to eight.

Truck shipments thus have faster connections to the next train.



"A closing time of two o'clock in the morning on Wednesdays and Fridays even means that loads collected late at night in Belgium and the Netherlands are in Austria the following day."

Depending on train capacity, there is also the option of delivering to one terminal one day and another one the

next.

"We are creating more flexibility for carriers and freight forwarders without upping the number of trains, and are very confident of transporting more consignments as a result," said Breuhahn.

"And we can increase capacity if required by incorporating additional trains into the concept."

In future, Kombiverkehr will send 21 direct trains to the Wels terminal every week: 13 from the Ruhr region, three from Ludwigshafen and five from Vienna.

This creates more flexibility in intermodal transport between Germany and Austria, increases capacity and shortens journey times.

*(from: eurift.eu/kombiverkehr.de, February 20<sup>th</sup> 2014)*

## LOGISTICS

### DELTA 3 N.FRANCE LOGISTICS ZONE TO DOUBLE IN SIZE

The go-ahead has been given to double the size of the Delta 3 logistics zone in Dourges, in northern France.

The complex, which is situated in its proximity to the port of Dunkirk, the Channel Tunnel and major European road and rail networks, already offers 300,000 sqm of warehousing as is also equipped with a combined transport (rail-road) terminal.

Second-phase development, on a 115-hectare site, is expected to begin from the middle of next year and attract investment of more than €100 million.



Provision is made to build three large-scale warehouses tailored to shippers with global reach.

"We are looking at 120,000 sq metres to 200,000sq metres with a single tenant as there is strong demand in the XXL segment," said a spokesman for SPLA, the company piloting the extension project.

On-line retail giant Amazon is already in the vicinity having opened a 90,000sq metres mega facility near Douai, in the second half of last year.

Meanwhile, development continues at the existing Delta 3 zone.

This month, work will get underway on the construction of two cross-docking 10,000 facilities, equipped with a rail link and dedicated to goods, such as foodstuffs, requiring short-term storage.

A 33 000sq metres warehouse with rail link is also planned.

An enlarged Delta 3 will be an essential component in what is being hailed as the "Silicon Valley of Logistics" in northern France.

The region is strategically-located on the main supply chain corridors between major ports such as Rotterdam and Antwerp, Greater Paris and southern Europe.

*(from: lloydsloadinglist.com, February 13<sup>th</sup> 2014)*

## LAW & REGULATION

### U.S. FEDERAL MARITIME COMMISSION REPORTEDLY LIKELY TO APPROVE P3 ALLIANCE

The U.S. Federal Maritime Commission is expected to approve an alliance among the world's three biggest container lines by the end of March, but will attach conditions to help protect smaller competitors, freight forwarders and fuel providers on the busiest trades, according to sources of the Wall Street Journal.

Denmark's Maersk Line, France's CMA CGM and Switzerland's Mediterranean Shipping Co. announced in 2013 they planned a route-sharing alliance called the P3 Alliance, to start the second quarter of this 2014.

Regulatory approval is needed from the U.S., European and Chinese officials, and sources told the WSJ that Europe and China will likely wait until the U.S. decides on whether or not it will approve the alliance.

The EU regulator has initiated a separate price-fixing investigation of container carriers, including Maersk, MSC and CMA CGM.



The P3 Alliance partners submitted new documents to the FMC last Friday after a request by the regulatory body for additional information late last year.

The FMC now has 45 days to issue its ruling.

All three of the P3 shipping lines have declined to comment on the regulatory review process.

"It is going to be a period of deliberations, where conditions on the P3 operations will be attached," one of the people familiar with the matter said.



"The FMC already sees this as more of a partnership rather than a merger, so if it gets the necessary safeguards for fair competition, the P3 will be approved."

Small shipping companies worry that the proposed alliance would push them out of many trade routes.

Freight forwarders, importers and exporters want the alliance blocked because they have lose control in negotiations on freight rates with the big container lines.

Fuel suppliers are concerned that once the P3 alliance is up and running, they won't be able to separately negotiate fuel prices with the three vessel operators.

If approved, the P3 would control an estimated 43 percent of the Asia-to-Europe trades, 41 percent of the trans-Atlantic market and about 24 percent of the trans-Pacific market.

*(from: cargobusinessnews.com, February 14<sup>th</sup> 2014)*

## STUDIES & RESEARCH

### BRINGING IN ULTRA-LARGE BOXSHIPS COULD BE FINAL THROW OF THE DICE FOR SOME CARRIERS

Against a backcloth of another steep drop in Asia-Europe spot rates last week – down 12% in just seven days – there seems to be no let-up in orders for ultra-large containerships, which, according to shipping consultant Drewry, is a “do or die” strategy by carriers “determined to stay in the race for more competitive economies of scale”.

Indeed, in its weekly *Container Insight*, Drewry says that the capacity of ULCS of over 10,000teu will increase by 31.4% this year, as 60 behemoths are delivered, and by a further 30% in 2015.

But it adds that cargo growth is “unlikely” to be enough to fill these newbuilds over the next two years.



Drewry expects some of the deliveries to be delayed – only 34 of 44 vessels of over 10,000teu due in 2013 actually came into service – but adds that it all depends on the negotiating powers of the buyers.

With a supply/demand imbalance on the Asia-Europe tradelane from the influx of new ULCS, the implication is that some will have to be deployed on other routes, but the consultant concludes that if this were to happen, the economy of scale advantages of the vessels would be lost from their under-utilisation.

Meanwhile, the next few weeks will see more ocean carriers post their financial results for 2013, and give outlooks on the prospects for this year.

Already we have heard from Hanjin, which reported a \$630 million negative, and China Shipping Container Lines warned that it expected to post a loss of \$435 million.

With a widely accepted poor final quarter of 2013, it is difficult to see how ocean carriers that were in the red, or even at break-even point, at the end of Q3 will be able to report full-year black figures.

Moreover, even the most optimistic of accompanying statements will struggle to put a positive spin on the prospects for Q1 14 and beyond.

The major exception to this negativity in the liner container trades continues to be Maersk Line, which reports its annual results next week – and this is before the substantial cost savings it expects from the proposed P3 alliance tie up with MSC and CMA CGM.

The Danish carrier was carrying forward a surplus of \$1.2bn from the first nine months of 2013 and, in its normal unassuming manner, expects its overall 2013 result to be “significantly above” 2012, when it posted a market-leading net profit of \$461m.

*(from: theloadstar.co.uk, February 18<sup>th</sup> 2014)*

## REEFER

### REFRIGERATED CONTAINERS SET SAFETY STANDARD

Gone are the days where a refrigerated unit was a 20ft container with a fridge pack attached.

In today's offshore environment it is all about quality and reliability and the safety of the people working with our kit from dock to deck, explains Greg Spence, managing director of Reftrade UK.

The oil and gas industry is synonymous with the highest standards in health and safety, it is paramount to any operator and service company working in the sector.

As a result the technology developed for use on and offshore, to protect the lives of the men and women in the industry, is at the forefront of technological advancement – where else would you find a giant explosion proof fridge?



Refrtrade UK is one such company, setting the standards for the sale and lease of refrigerated containers and temperature controlled units to the offshore energy sector, having recently made a significant investment into its rental fleet to ensure its units are upgraded to the highest standards that exceed both ATEX and DNV accreditation standards.

Modifications to our new and existing range of standard and zoned refrigerated containers include easy access safety doors, overriding man-trap alarms, emergency lighting and interfacing to connect the containers alarms to installation control rooms.

This will improve the safety standard of each unit and more importantly, personnel using our reefer units.

This recent expenditure to upgrade the fleet follows considerable investment in 2013, which saw Reftrade UK take a market-lead as the only rental supplier of 10ft and 20ft rated explosion proof containers in the U.K.

Operating within an industry where there are many hazards, we are continuously looking for ways to improve our product range, ensuring our units

not only meet, but set the standard for safety and what clients should expect in the rental market.

Using an integrated business model, Reftrade UK supply, deliver and advise on the rental and sale of all DNV 2.7-1 / EN 12079 storage reefers including manufacturing for bespoke projects in both standard and zoned containers.

In addition to its refrigerated containers, Reftrade UK is also equipped to supply clients with a complete range of offshore transportation and storage containers, baskets and tanks.

All units are manufactured to the highest standards to ensure clients receive safe and reliable serviced solutions.

*(from: marinelink.com, February 19<sup>th</sup> 2014)*

## CONFERENCES

### RAIL FORUM EUROPE DISCUSSES SYNERGIES BETWEEN ERTMS AND SATELLITE TECHNOLOGY

EU decision makers and rail stakeholders agree that cost effective synergies between ERTMS and satellite technologies, such as GALILEO, can help make rail transport more efficient and reliable.

Whilst the technology is already available, its implementation pace is still too slow due to the long term return on investment.



The issue of possible integration of ERTMS and satellite technology was discussed at a Rail Forum Europe dinner event held on 11 February at the European Parliament in Brussels, sponsored by Ansaldo STS and UNIFE.

Francesco Rispoli, Manager of satellite technologies of Ansaldo STS, highlighted that ERTMS is a major European industrial project and provides increased export opportunities for the EU.

In a worldwide perspective, emerging US-led projects benefit from satellite technology transfer from the defence industry.

Referring to satellite technology, he insisted on the concept of technology shift: "We need to move the intelligence from track side to trains in order to improve safety, headway and reduce operational costs" he said.

Moreover he stressed that satellite technology can also improve the penetration of ERTMS in the worldwide market but also in the local and low traffic lines and highlighted that further synergies will be developed on the SHIFT2RAIL initiative: "EGNOS and GALILEO are key enabling technologies for a market driven step change in the rail sector" he concluded.

Olivier Onidi, Director for Innovative and Sustainable Mobility of DG MOVE, highlighted the role of ERTMS in achieving an interoperable Single European Railway Area.

"2014 is a key year in terms of innovation for the rail sector.

Major progress is expected on ERTMS, GALILEO and SHIFT2RAIL".

He highlighted the need to insist on technical harmonisation, especially when it comes to cross border sections.

Moreover, referring to EU financing available from regional funds and TEN-T, he stressed that it is now time to make a real change.

Carlo des Dorides, Executive Director of the European GNSS Agency, highlighted that GALILEO and EGNOS are key contributors to a global, continuous and guaranteed timing and positioning service.

In this respect, he applauded the ERTMS Memorandum of Understanding signed by the Commission, ERA, the rail industry and other stakeholders, envisaging the future use of EGNOS and GALILEO to improve the competitiveness of train control systems.

Moreover, he stressed the global dimension of satellite technology: "There are signs that GNSS will be adopted globally as in the aviation sector.

In this scenario, Europe now has the opportunity to exploit the synergy between ERTMS and GNSS" he said.

He concluded by welcoming the SHIFT2RAIL initiative as a potential tool to overcome the last technological barriers for GNSS adoption, paving the way for more cost efficient train control solutions.

Michael Cramer, Member of the European Parliament and Vice-Chairman of Rail Forum Europe, pointed out that little progress has been achieved on ERTMS and GALILEO over the past 10 years.



"I am sceptical about combining two technologies which have not unleashed their full potential" he said.

Karel Vinck, European Commission's ERTMS coordinator, stressed that the overall objective should be to have one standard for signalling in Europe.

To realise this, "technical aspects should be complemented by an adequate business plan" he said.

Alberto Mazzola (FSI) and François Coart (ERFA) highlighted that significant investments are needed in order to implement satellite technology in ERTMS.

Philippe Citroën, Director General of UNIFE, outlined that practical steps for GNSS implementation in command control include the Next Generation Train Control (NGTC) that will directly contribute to the SHIFT2RAIL initiative.

Brian Simpson, Chairman of the European Parliament's TRAN Committee and of Rail Forum Europe, advised the rail community to think in a more long-term perspective and consider the added value of investing in new technologies, stating: "You have to look beyond 2020 to see where you want to be" he stated.

*(from: europeanrailwayreview.com, February 13<sup>th</sup> 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.