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C.I.S.C.O. NEWS

RINA GRANTED DANISH LNG FUEL AUTHORITY

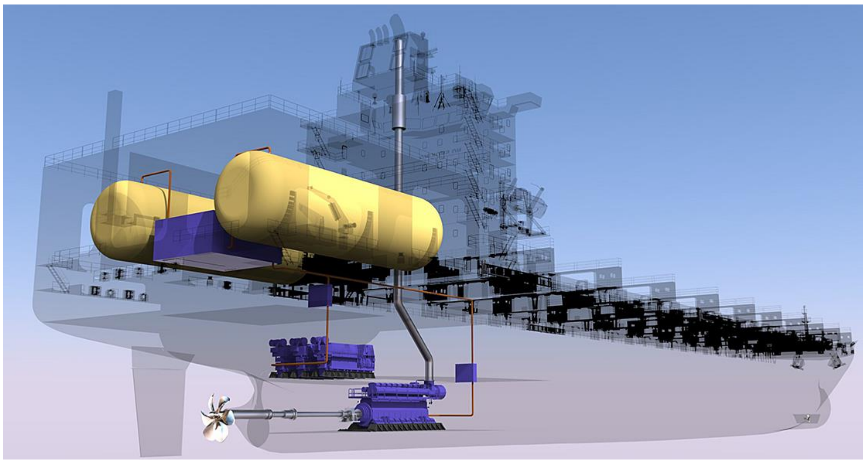
International classification society RINA has been authorised by the Danish Maritime Authority to act on its behalf to carry out plan approval and surveillance during construction on board ships using LNG as marine fuel.

The authorisation is valid for ships flying the Danish Flag.

Andrea Cogliolo, head of innovation, RINA Services, says, "This authorisation recognises RINA's expertise with gas and will allow us to assist owners in Denmark who are actively considering conversions to and newbuildings with LNG fuel.

We believe there will be a rapid and accelerating switch to LNG as a fuel in north European waters, but the move to gas must be done safely and with good management of all the risks involved.

That is where we can make a real difference, by helping owners and yards to adopt new fuel solutions in a safe and timely manner."



RINA has rules and requirements for the use of liquefied or compressed natural gas (LNG or CNG) onboard ship as an alternative to traditional fuels.

These rules give the industry a regulatory tool to ensure that the arrangement and installation onboard of machinery using this type of fuel are such as to provide a level of integrity, from the point of view of safety and reliability, equivalent to that of a conventional installation.

Mr Cogliolo said until the new IMO Code for Gas Fuelled Ships is completed owners and yards must work to class requirements: "We are helping owners move to gas, and we are making sure they avoid the pitfalls as well gaining the benefits," he says.

RINA is actively involved in a number of projects to convert existing tonnage or build new vessels with gas fuel and is also facilitating studies for the diffusion of LNG as a fuel in the Mediterranean area.

(form: shipmanagementinternational.com, March 3rd 2014)

PORTS AND TERMINALS

NORTH CONTINENT RANGE FORECASTS

Hackett Associates/ISL Bremen forecast that container traffic over the seven ports in the Le Havre-Hamburg range will increase by 3.3% this year and finally break through the 40M TEU barrier.

Against the background of continued economic weakness in the Eurozone, container handling in the range "once more failed to break the seemingly invincibly 40 million TEU threshold in 2013," states the latest edition of the *Global Port Tracker - North Europe Trade Outlook*, published by Hackett Associates and the Institute of Shipping Economics and Logistics (ISL) in Bremen.

Looking forward, Ben Hackett of Hackett Associates stated that the growth of container trade, as opposed to handling, which also includes empties and transhipment, is expected to accelerate in 2014 for both imports (2013 + 2.2 %; 2014 forecast + 3.9 %) and exports (2013 + 1.6%; 2014 forecast + 3.4 %).

ISL's Chief Economist Dr. Sönke Maatsch forecasts that all in all, the North Range ports will be handling 3.3% more TEUs in 2014 (including empties and transhipment), finally breaking the 40M TEU threshold driven by a more robust economic performance.

Growth will be uneven, however.

The forwarders expect that Antwerp and Zeebrugge will be able to defend most of the market shares gained during the course of 2013, hence growing at rates of 7.1% and 7.6% respectively.

Rotterdam, Le Havre and Bremerhaven are expected to grow at rates of less than 1%.

Rotterdam is expected to recapture some of the market shares it has lost during 2013 with the opening of the Rotterdam World Gateway in the second half of the year.

Hamburg is expected to grow more or less in line with the market average - 3.4%.

“The considerable shifts of volumes between ports that make forecasting so difficult show that capacity utilisation is still comparatively low," added Maatsch.

(from: worldcargonews.com, March 6th 2014)

MARITIME TRANSPORT

SHIPPERS MUST PREPARE TO ACCEPT MORE TRANSHIPMENT AS SERVICES ARE RATIONALISED

The seemingly infinite increase in the size of ultra-large containerships and the trend towards bigger alliances has led to a surge in transhipment activity – no more so than at Mediterranean hubs, according to shipping consultant Drewry.

In its latest weekly *Container Insight,* Drewry notes that transhipment volumes at key Mediterranean hubs soared by an average of over 8% in 2013 versus the previous year – with certain ports with direct links to major carriers, such as Tanger Med [+38%] and Piraeus [+19%], considerably exceeding this figure.

Supplementing this growth at transhipment hubs is the increased rationalisation of service networks by carriers replacing direct services to Africa; for instance, with a hub and spoke relay.

Drewry said: “In addition, 2013 saw Maersk Line, for example, linking the Mediterranean with the east coast of North America by relaying Med cargo onto its Middle East/ISC-east coast North America service.”

Nevertheless, unless there is no alternative direct connection, transhipment rarely improves transit times, and there is always the risk to shippers that something will go wrong in the relay, and/or cargo will be damaged by the extra handling.

It is the reason why many large shippers stipulate that their containers are not to be transhipped – albeit in practice many are not aware that a relay has taken place until something goes wrong.

Meanwhile, Drewry's quarterly *Carrier Performance Insight* report on the schedule integrity of container liner shipping concludes that the on-time service from carriers is "becoming less and less reliable", and warns that it is only going to get worse.

Drewry reports that containership reliability worsened in every quarter of 2013, with the Q4 decline dragging the on-time average below 64%; the lowest it has been for two years.

"The focus on reliability seems to have been lost in the current cost-cutting environment," said Simon Heaney, Drewry's senior manager of supply chain research, noting that the weaker performance in Q4 coincided with a raft of blanked voyages from Asia.

Indeed, the recent erosion of spot rates on the Asia to Europe tradelane, and the lack of success in implementing rate-restoring GRIs, are not unconnected according to Mr Heaney.

He said: "Shippers know that lines are saving money [by skipping sailings etc] so they will be unwilling to accept further rate increases."

But with many carriers once again expected to report a disappointing first quarter and facing the daunting prospect of another loss-making year, Mr Heaney sees an opportunity for them to move back into the black, based on the worsening levels of punctuality.

He said: "This could provide an opportunity for more reliable carriers to secure better rates."

(from: theloadstar.co.uk, February 27th 2014)

RAIL TRANSPORT

ERTMS UPGRADE FOR LOCOMOTIVES AND TRACK IN ITALY THANKS TO EU GRANT

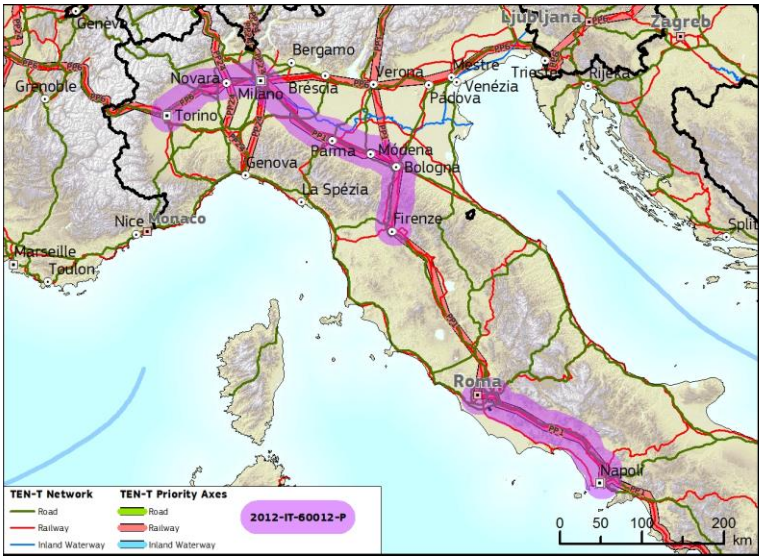
Two projects to upgrade Italian infrastructure and rolling stock in terms of European Rail Traffic Management System (ERTMS) will be supported by the European Union to the tune of almost €4.5 million from the TEN-T Programme.

The projects will improve the safety of rail transport whilst at the same time making the sector more competitive.

The two projects were selected under the 2012 TEN-T Multi-Annual Call, which gave priority to ERTMS, a major European industrial initiative to make rail transport safer and more competitive.

Its goal is to substitute more than 20 different train control-command systems which are currently in use in Europe with a single harmonised system.

The first, receiving a grant of just over €1.4 million, involves upgrading the ERTMS software and hardware of the onboard units of 12 high speed locomotives in order to ensure their compliance with the latest consolidated version of this system.



Source: TEN-T Executive Agency

The locomotives will then be able to circulate in all other EU Member States which have implemented the same system.

The Action covers the equipment of 12 new ETR 1000 trainsets (manufactured by Ansaldo STS and owned by the beneficiary) with ETCS Level 2, Baseline 2, Release 2.3.0d (2 ETCS units per trainset).

The Action also includes field and off-site tests to demonstrate compatibility between the on-board equipment and the Italian 2.3.0d lines.

The results of the tests will be communicated to the European Railway Agency (ERA).

Following the completion of the action the fleet of 12 ETR 1000 trainsets will be equipped with ETCS Level 2, Baseline 2, Release 2.3.0d, and a complete application for placing the locomotives in service will be submitted to the National Security Agency (NSA) of Italy.

The second project, which will receive €3 million in EU co-financing, consists of deploying ERTMS trackside equipment along the Torino-Napoli high speed line, more specifically on the 230 km long Roma-Napoli section, which is part of ERTMS Corridor B, which stretches in a north to south direction from Stockholm in Sweden to Naples in Italy.

Source: TEN-T Executive Agency

The project will ensure the full interoperability of the line.

The main objectives of the Action are to deploy the hardware and software modifications, to migrate the signalling system of the Roma-Napoli section from Release 2.2.2 to 2.3.0d of the System Requirement Specifications and to apply for the National Safety Authority authorisation for placing the ETCS upgraded subsystem in service.

Both projects will be monitored by the Innovation and Networks Executive Agency (INEA) and are both set to be completed by the end of 2015.

(from: inea.ec.europa.eu/europeanrailwayreview.com, March 4th 2014)

ROAD TRANSPORT

INCREASED WAITING TIMES AT AIRPORTS ENCUMBER TRUCKER'S BUDGETS

Road feeder services are an indispensable part of the global cargo supply chain.

However, bottlenecks and slow throughputs of shipments at major airports are increasingly hindering trucking firms to run their vehicles according to schedule.

The results are supply chain disruptions and reduced quality of air freight processes.

Sebastiaan Scholte, although remaining quite reluctant in view of the daily mounting problem, speaks of "one of our challenges we are increasingly facing."

What the CEO of Dutch firm Jan de Rijk indicates are the many hours his drivers keep spending at airports waiting to deliver or pick up their loads.

Hours of dead and senseless time that block the truck's capacities from being utilized for transporting goods.

"What we and other road feeding service providers urgently need are fast turn-around times at gateways, thus enabling a seamless flow of shipments and a constant usage rate of our vehicles," the manager urges.

Lately, things have turned to the worse, with waiting times getting longer and longer.

Particularly at large hubs like Amsterdam, Frankfurt, Heathrow or Charles de Gaulle the downtime for his firm's but also other truckers is growing constantly, especially at peak times each Friday and Monday.

Low margins in air freight handling prevent basic improvements.

Why? Sebastiaan also indicates: "because labor is the biggest cost factor for the handling agents, so they don't increase their staff on days with heavy traffic in order to prevent additional expenditures in personnel."

Even if they would like to hire more staff their capabilities are very limited due to the extremely low margins obtainable in this fiercely competitive field.

Therefore, slower air freight processing within the handling agent's warehouses is the obvious consequence.

The entire case wouldn't be as harmful for trucking firms as it is if the handlers would communicate any congestions or delayed pick-up times at an early stage, which most of them unfortunately don't, criticizes Jan de Rijk's Scholte.

"In that case we would be able to reroute our trucks and change their schedules on short notice."

He speaks of "three drivers for profitability", all of which must be met to end up in the black: high load factors throughout the year, sufficient yields per kilogram and driven kilometer constant utilization of the rolling asset.

Scholte: "Considering the predatory competition we need to drive as many kilometers as possible to reduce our fix costs."

Unnecessary waiting times at airports prevent his firm from achieving this objective.

More than one egg in the basket

Jan de Rijk currently deploys 850 vehicles, of which 35 percent belong to subcontractors.

These partners "we screen thoroughly to make sure they keep up to our own standards, including security trainings of their drivers."

Due to cost reasons about 50 percent of Jan de Rijk's fleet is operating with a license from one of the Eastern European countries.

Air freight accounts for 40 percent of the Dutch company's biz, with 60 percent related to warehousing, rail transports and other segments.

"In case of a crisis it's better to have more than one egg in the basket," Sebastiaan states.

(from: theloadstar.co.uk/cargoforwarder.eu, March 11th 2014)

INTERMODAL TRANSPORT

HERIK RAIL CARGO LAUNCHES AMSTERDAM–MILAN INTERMODAL SHUTTLE

Herik is aiming to provide a fast, direct service between the Amsterdam area and northern Italy, targeting the market for time-critical goods with a journey time of around 21 hours, which is faster than the road journey.

On Monday, third of March, the new rail shuttle from Herik Rail was officially launched.

Karla Peijs, former minister of Transport, Public Works and Water Management carried out the opening ceremony, in the presence of a lot of press, media and guests.

This new rail shuttle makes it possible to transport (fresh) cargo from Amsterdam to Milan in just 21 hours.

Important cargoes include pharmaceuticals, electronics, fresh produce such as fish, and flowers from the world biggest flower auction at Aalsmeer.

Herik Rail will use three shuttles of cargo trains on the new route.

The 450m-long train carries containers, tanktainers, and swap bodies, and is operated by Herik's partner in the project DB Schenker Rail.

One set will be located at the USA Terminal in the port of Amsterdam, one will be on the way and one will be at the terminal in Milan.

Therefore there will be no delays loading and unloading cargo.

On top of this Herik Cargo also offers door-to-door solutions.

The new railway connection to Milan offers a perfect alternative for road transport to Northern Italy.

Companies no longer have to depend on trucks which have to deal with traffic jams, waiting times at the border, nightly driving bans and ever increasing prices of diesel.

In addition to this, transport by train is much more sustainable.

C02-emissions are only a fraction of those of road transportation.

This appeals particularly to other companies that strive for sustainability.

(from: eurift.eu/railjournal.com/herikcargo.com, March 4th 2014)

LOGISTICS

PANALPINA SHARPENS ITS AXE AS LOGISTICS OPERATIONS SAP STRENGTH FROM PROFITS

Swiss forwarder Panalpina World Transport has identified 15 of its 75 global logistics sites which it says are responsible for most of the losses in its profit-sapping logistics division.

Reporting 2013 financial results yesterday, chief executive Peter Ulber said some sites would be the focus of turnaround efforts and some would be closed.

Asked about the timing, he said: "Contractually, the exit of the road activities is easier, because we subcontract, but in logistics some contracts are easier to turn around than others.

"You have to balance whether to break leases or run operations longer than you want to.

I would say, though, the majority will be over in the next two years."

Overall, Panalpina posted relatively healthy 2013 results, although as is so often the case, the real results were less impressive than the "adjusted" version.

Asking investors to imagine the company had not been fined Sfr41 million ($46.2m) by US antitrust regulators (because that was a one-off, right?), management reported that "adjusted"net profits had more than doubled from Sfr34 million to Sfr72 million.

The actual result was a swing from a loss of Sfr72 million in 2012 – the consequence of another "one-off" antitrust fine – to a more modest Sfr12 million profit in 2013.

All that fog disguises the fact that Panalpina had a reasonably healthy 2013, posting market-beating growth in both air and ocean freight volumes – notwithstanding the loss-making logistics division.

Group revenues were up a little, to Sfr6.76 billion, while reported (not adjusted) operating profits swung from a loss in 2012 to a Sfr48 million profit in 2013.

That was the result of a 3% growth in air freight volumes and 8% growth in ocean freight volumes, which were at least partially driven by project freight for the African oil and gas industry.

"The air freight market grew only 1% and ocean freight by 3%, and that is not a lot of tailwind, so we are happy that we grew by 3% and 8%.

We are happy with the trend but not yet with the number," said Mr Ulber.

"In air freight, with our own planes, we have got much better at utilisation, better than the airlines.

We have been able to create processes whereby if we have capacity anywhere we can route freight into the right hubs.

"A lot of freight you can buy at better value in the open market, so we need specialised, larger and higher-value freight.

On the transatlantic market, we carry about 25% pharma.

That has taken years to develop, it is significant and a unique selling proposition."

He added: "In 2012 we were only about the same size as we were at IPO in 2007, so are trying to return to a path of growth.

"That means we have to be clear about what kind of activities we want to engage with, and those from which we want to exit."

(from: theloadstar.co.uk, March 6th 2014)

LAW & REGULATION

EUROPEAN PARLIAMENT UNHAPPY WITH FOURTH RAILWAY PACKAGE VOTE

The European Commission has voiced its disappointment at attempts by member states to water down legislation designed to open up competition in the European rail sector.

In a plenary session, the European Parliament voted to accept the first reading of the Fourth Railway Package, albeit with significant changes to parts of the legislation that aim to open up closed markets to private operators and cut ties between infrastructure managers and national rail operators.

Speaking after the vote, Commission vice-president Siim Kallas, responsible for mobility and transport, said: "This is not the strong signal that European rail needs and expects to increase its attractiveness."

The vote did back the legislation's 'technical pillar', enabling the creation of a single European safety certificate which is awarded by the European Railway Agency (ERA).

The new system is expected to reduce the approvals process from around two years to just three months.

The legislation is, however, moving away from demanding a complete separation of infrastructure managers and operators, allowing members to opt for an integrated structure with a single holding company governed by stricter requirements for financial transparency.

Liberal Democrat MEP Phil Bennion believes that the legislation said: "What is means in terms of rail infrastructure and rolling stock, it means the manufacturers of all of these goods will have a marketplace of all 28 member states rather than having to produce different specifications for all 28 countries, so that has the enormous potential to bring down costs in the railway sector."

Another amendment will allow public service contracts to continue to be directly awarded in certain situations without being required to go through a competitive tendering process.

Although the legislation will give operators the right to run commercial services in all countries by 2019, compulsory competitive tendering won't be brought in until 2023 and even then it will be subject to certain terms.

UITP has been very critical of the revisions that will allow transport authorities to use their discretion when awarding rail contracts, saying it will "lead without doubt to numerous and never-ending complaints" and pose a risk to "well-functioning markets".

Kallas added: "While the EP opens the way for reducing technical obstacles, today's plenary vote is yet another demonstration of the tenacity of the vested national interests that proved more appealing to MEPs than the balanced and well-reasoned compromises reached in December by the Transport and Tourism Committee (TRAN)."

Pro-nationalisation campaigners from the UK's Rail Maritime and Transport (RMT) union travelled to Strasbourg on the day of the vote to demonstrate against the principles outlined in the Fourth Railway Package.

(from: globalrailnews.com, March 4th 2014)

STUDIES & RESEARCH

DREWRY: MOST U.S. EAST COAST PORTS NOT READY FOR BIG SHIPS IN 2014

Drewry says the changes that are coming for the Trans-Atlantic trades in the second quarter of 2014 might mean big trouble for the U.S. East Coast ports that are not quite deep enough for fully laden New Panamax ships and already have strained truck and rail capacities.

In Q2 of this year, the proposed port rotations of the G6 and P3 container carrier alliances between Northern Europe and the U.S. East and Gulf coast means the big ships will come to call on the Trans-Atlantic trades, according to the latest issue of Container Insight by Drewry Maritime Research.

According to their proposed service line-up, Hapag-Lloyd, OOCL, NYK, HMM, APL and MOL will offer only three jointly run schedules beginning in Q2.

Maersk, MSC and CMA CGM will offer another three through the P3 alliance, as well as two between the Mediterranean and U.S. East and Gulf coasts, if the appropriate regulatory bodies grant approval, the story said.

R.L. REBACH/STAFF ARTIST

Drewry predicts that this might lead to mega ships over 8,000 TEUs replacing currently deployed vessels with capacities between 3,500 and 6,500 TEUs, as long as the USEC and USGC ports can accommodate the larger ships.

Part of the problem posed by Container Insight is that many USEC/USGC ports have been preparing for the arrival of deep draught ships of 8,000 TEUs or more starting in mid-2015, when the newly widened Panama Canal is due to open, not Q2 of 2014.

On the Trans-Atlantic trades, heavier industrial goods prevail, and both inbound and outbound vessels are often well laden.

Fully laden with heavy cargo, a typical 8,000-TEU ship has a draught of around 47 feet, which requires a channel depth of at least 49 feet.

This brings attention to the status of dredging projects on the U.S. East Coast.

Drewry reports Norfolk and Baltimore are prepared with 50-foot channel depths and the Port of New York/New Jersey has almost completed its 50-foot dredging program.

The Bayonne Bridge needs to be raised for 13,000-TEU ships, although vessels up to 9,000-TEUs can currently access the port complex.

The remaining main USEC ports would face challenges if fully loaded 8,000-TEU ships were deployed by the G6 and P3 by mid-2014, as their current channel depths range from 40-45 feet.

All have channel-dredging projects, but are at different phases.

Miami expects to have its 50ft channel completed by 2015 but Savannah, Charleston, Jacksonville and Port Everglades will be at least three years later.

Significant for the ports will be the Trans-Atlantic trade rotations, Drewry notes, especially for the ones that become the first call inbound and/or last call outbound.

Bigger ships will mean greater volume peaks, which will put greater pressure on truck and rail operations that are already experiencing congestion, long wait times, and the ensuing labor turmoil.

According to Container Insight, the G6 is planning 2014 calls in New York/New Jersey, Norfolk, Charleston, Savannah, Port Everglades, New Orleans and Houston, and P3 calls in New York/New Jersey, Boston, Baltimore, Norfolk, Charleston, Savannah, Miami, New Orleans, Mobile and Houston.

The P3's Mediterranean services will also call at Port Everglades.

(from: cargobusinessnews.com, March 11th 2014)

CONFERENCES

CARRIERS PAT THEMSELVES ON THE BACK, BUT DO THEIR BUSINESS PLANS STACK UP?

The first session of JOC's very well-attended TPM 2014 conference in Long Beach yesterday saw an illustrious line up of ocean carrier executives sharing a panel discussion to debate the issues of the moment, and somewhat cosily defend their growth policy and respond to criticism of their business strategy.

Indeed it is the policy of over-ordering new tonnage, thus creating a supply/demand imbalance that, to the outsider, looks increasingly flawed, given the disastrous financial results posted by many of the container liner companies.

But the executives from Maersk Line, APL, NYK, Hapag-Lloyd and Cosco unsurprisingly didn't see it that way.

Indeed, Howard Finkel, executive vice-president of Cosco in America, even went as far as to suggest that the overcapacity problem had been overstated – and, he opined, the industry was getting better at managing supply and demand by the use of blanking or voiding voyages: a blunt tool used by the carriers in weak demand periods.

Unanimous nods of approval from his peers on the supply/demand question were followed by a view that the introduction of spot rate indexes had proved a disservice to the industry – helping to drive down rates to sub-economic levels, encourage volatility and set a negative sentiment backcloth for freight rate contract negotiations.

This was an immediate fear on the transpacific, where negotiations for the traditional May 1 contract renewals are now taking place on a tradelane in which the carriers had inexplicably failed to make any money in the past two years.

The cascading of much larger vessels into the transpacific – the consequence of new ultra-large containerships being deployed on the Asia-Europe tradelane – was causing handling problems, according to Gene Seroka, president, Americas at APL.

Some ports responding with varying degrees of success, but others not reacting at all and, as a result, were said to be "chasing the curve" in their inertia.

Mr Seroka added that the infrastructure at many US ports was already "delicate" from a lack of investment, and managing the increased flows from larger ships was proving a challenge to all the stakeholders.

Moreover, the divestment of carriers from providing chassis had complicated the landside operation, as chassis shortages were causing pinch points at some US ports, said William Payne, president of NYK Line (North America), who confirmed that his company was one of the last carriers to move away from providing chassis.

Meanwhile, Hapag-Lloyd's head of region Americas, Wolfgang Freese, was concerned at the impact that the 2015 ban on burning high-sulphur content bunker fuel in emission control areas would have on his firm's balance sheet – calculated to add $150-200 million of extra fuel costs annually.

Mr Freese worried that shippers would not want to pay a surcharge for the greener operation of the ships, and said they regarded any form of surcharge as "a dirty word" and a covert way of raising extra revenue.

On the apparent rush by carriers to join mega-alliances, the general view of the delegates was that it was a "need for unit cost reduction in an increasingly commoditised industry".

However, referring to the historical low return on investment from container shipping, NYK's William Payne made the valid point: "What good does consolidation do if it is still only a 1% business?"

(from: theloadstar.co.uk, March 4th 2014)

ON THE CALENDAR

- 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.