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PORTS AND TERMINALS

HOW THE CRIMEAN CRISIS IS AFFECTING BLACK SEA PORTS .... Page. 3

MARITIME TRANSPORT

TAIWANESE TRIO OF CONTAINER LINES SET DIFFERING COURSES
AFTER A TRICKY 2013 .... " 5

RAIL TRANSPORT

RECORD DEMAND FOR GERMAN RAIL INDUSTRY .... " 7

ROAD TRANSPORT

FOREIGN TRUCKERS MUST PAY THEIR WAY IN THE UK AS NEW ROAD TOLL
LAUNCHES A YEAR EARLY .... " 9

INTERMODAL TRANSPORT

DUTCH CABINET APPROVES 15-YEAR RAIL VISION .... " 11

TRASPORT & ENVIRONMENT

LNG TO MEET 24% OF GLOBAL BUNKER FUEL SUPPLY BY 2025 .... " 13

INDUSTRY

EU-CONTROLLED TONNAGE RISES 70PC, BUT GROWTH SLOWS WITH BIGGER SHIPS ..... " 15

LAW & REGULATION

SHIP OWNERS SUPPORT COMMISSION IN EXTENSION OF LINER CONSORTIA
BLOCK EXEMPTION .... " 17

PROGRESS & TECHNOLOGY

JUST HOW VIABLE IS NUCLEAR-POWERED SHIPPING? .... " 19

STUDIES & RESEARCH

BOX DEMAND TO RISE .... Page 22

ON THE CALENDAR.. " 24

April 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

HOW THE CRIMEAN CRISIS IS AFFECTING BLACK SEA PORTS

The Crimean crisis is affecting the peninsula’s ports and is likely to have repercussions far beyond in Ukraine, Russia and even – to a much lesser extent – Turkey, local analysts predict.

De facto control of Crimean ports recently shifted from Ukraine to Russia.

The intermodal links which connected the peninsula with continental Ukraine are likely to break, including for instance for the imports that came through the Evpatoriya Ro-Ro terminal, say Informall consultants.

The future of the Avlita terminal in Sevastopol is uncertain as most of its volumes came from outside Crimea, project manager Andrey Sokolov told Port Finance International.

That facility relies heavily on metal exports (about 3.2 million tonnes in 2013) by Ukrainian group SCM.

The rest of the traffic consists of grain exported by international traders such as Louis Dreyfus, Cargill, and Alfred Toepfer (1.4 million tonnes in 2013).

Mr. Sokolov sees the Feodosiya port losing its oil volumes to the Russian port of Taman.

Most of that oil comes from Kazakhstani joint venture Tengizchevroil (owned 50% by Chevron), which has its own terminal in Taman.

Tengizchevroil has already started reducing its volumes in Feodosiya in favour of Taman and could completely shift to that terminal in the near future.

The Crimean port would then retain only small volumes, like the 400,000 tonnes of construction material it exported last year.

The overall volumes handled at Crimean ports dropped more than 27% from 16 million tonnes in 2012 to 11.6 million tonnes in 2013 (4.8 million in Sevastopol).

In January and February, they fell by 25% compared to the same period last year.

The deep-sea port that a Chinese company wanted to construct in Sevastopol is unlikely to be built.

For that project, Beijing Interoceanic Canal Investment Management (BICIM) was partnering with Ukrainian company Kievgidroinvest.

Informall thinks that this can no longer be carried out with a Ukrainian company.

The consultancy firm adds that Russia has no interest in developing such a port, as it is satisfied with existing facilities in Crimea and a port project in Taman.

Mr. Sokolov notes that the political tensions are affecting Ukrainian ports.

The exchange rate of the Ukrainian hryvnia has plummeted 37.5%, stimulating exports (such as wood) but reducing imports.

Mr. Sokolov expects container throughput to plunge 15-30% this year.

With economic sanctions against Moscow, the Russian Black Sea port of Novorossiysk may see its trade volumes diminish.

Other countries around the Black Sea are not expected to be affected, apart from Turkey, and then only marginally.

Turkey represents about 10% of Ukrainian import/export trade (about 60,000 TEUs), so a 30% plunge would lose Turkey only 20,000 TEUs.

(from: portfinanceinternational.com, April 3rd 2014)

MARITIME TRANSPORT

TAIWANESE TRIO OF CONTAINER LINES SET DIFFERING COURSES AFTER A TRICKY 2013

More evidence that operating a global container service remains financially unrewarding – unless you enjoy the economy of scale of and low borrowing costs of Maersk Line – is provided by the differing fortunes last year of Taiwan's major three carriers, Evergreen, Yang Ming and Wan Hai.

The largest of the three, Evergreen, and second-ranked Yang Ming both racked up losses as a result of their involvement in the world's overcapacity-plagued east-west tradelanes, while, Wan Hai – having previously had its fingers burnt in the last Asia-Europe rate war – posted a profit, earned from the less-volatile markets of intra-Asia and some slot-chartering elsewhere.

In a brief filing to Taiwan's stock exchange, Evergreen Marine reported a net loss of NT$1.5bn (US$49m) for 2013, with revenues down 1% on the previous year to NT$139.2bn.

Although throughput figures were absent, Evergreen attributed the loss to "imploding freight rates", suggesting that volumes had grown, albeit at the expense of lower average rates – a pattern that has been repeated through the red-inked results of many other carriers this reporting season.

After guarding its independence for years, Evergreen joined the third biggest container vessel-sharing operation network, the CKYHE alliance.

As a consequence, it has had to shift from a long-held conservative preference for all-purpose 8,000teu-size containerships to ultra-large vessels.

Indeed, Evergreen's signature on long-term charter parties in January for ten 14,000teu ULCVs, as part of its fleet renewal programme, was probably a requirement of the other alliance members, which by incorporating the Taiwanese carrier's smaller ships into its schedules would likely be disadvantaged against the P3 and G6 networks.

However, the quest for bigger ships to match the economy of scales offered by the other alliances looks, to all intents and purposes, increasingly like a race to the bottom, and neither is it a guarantee of turning a profit.

In fact, Taiwanese compatriot Yang Ming Marine – a founding member of CKYHE and at an advanced stage of upsizing its fleet – reported a net loss in 2013 of NT$2.9bn (US$95.2 million) after suffering a NT$1.6bn deficit the year before – a loss that would have been significantly worse were it not for the sale of some assets.

It also blamed the loss on "sinking freight rates".

Nevertheless, Yang Ming seems convinced that the big ship strategy will return it to profitability, and has agreed to long-term-charter 15 14,000teu newbuilds from specialist non-operating shipowner Seaspan, scheduled for delivery in 2015 and 2016.

However, Wan Hai, which saw a 16% growth in net profit to NT$2.1bn (US$68.9m) in 2013, is unlikely to be envious of its two bigger compatriot carriers.

A quick look at its fleet data supplied by www.vesselsvalue.com confirms that Wan Hai's strategy is 'small is beautiful' – the largest ships on its books being a quartet of 5,527teu post-panamax vessels.

Along with its long time Singapore-based carrier partner PIL, Wan Hai has said that it could return to the Asia-Europe tradelane if prospects improve.

Current evidence would suggests that may be some way off.

(from: theloadstar.co.uk, April 2nd 2014)

RAIL TRANSPORT

RECORD DEMAND FOR GERMAN RAIL INDUSTRY

Germany's rail industry experienced a sharp rise in demand last year, seeing rail manufacturing increase by 42 per cent to €14.9 billion.

Although the figure set a new record for rail vehicle and component orders within the German market, the result has been impacted by challenges within the approvals process, VDB said.

New train orders rose by 56 per cent to €11.7 billion in 2013, with both international and domestic demand increasing to €6 billion and €5.6 billion respectively.

Despite receiving more orders, turnover was down 6.5 per cent to €10 billion.

VDB president Michael Clausecker said that sales had been hampered by the drawn out certification process.

Clausecker said the first half of 2013 had been affected by 'approval jams', something that he felt had now been rectified by the introduction of a new licensing system by the Federal Ministry of Transport in June last year.

Clausecker also criticised the level of public investment in Germany's rail infrastructure.

Although sales increased by 3.6 per cent to €2.9 billion in 2013, domestic trade remained static at €1.8 billion.

He described the German network as 'blatantly' underfunded, believing that the government needed to increase its annual investment from €2.5 billion to at least €3.5 billion.

Clausecker said without investment the German rail network would continue to 'lag behind' the rest of Europe.

(from: globalrailnews.com, April 9th 2014)

ROAD TRANSPORT

FOREIGN TRUCKERS MUST PAY THEIR WAY IN THE UK AS NEW ROAD TOLL LAUNCHES A YEAR EARLY

UK trucking firms are at last driving on a level playing field, following today's introduction of road tolls for foreign lorry companies.

Foreign hauliers now have to pay an HGV levy before their vehicles enter the UK, while domestic companies pay the charge through existing vehicle excise duty – which in many cases has been reduced, with nine out of 10 vehicles paying no more than before.

The UK government expects the levy to raise about £20m a year, said a spokesman.

"It's not a huge amount – it will pay for about a mile of road.

But it's not so much about raising money as levelling the playing field for UK hauliers."

While UK hauliers had to pay for eurovignettes abroad and vehicle excise duty in the UK, foreign companies were exempt from the latter.

The spokesman added that while the scheme would not benefit UK roads, the government was also investing £3.3bn into new highways, giving 500 miles of additional lane capacity on the road network and an extra 400 miles of motorways.

"Anecdotally," he said, "the question from the continent has been 'why haven't we done it before?'

The Road Haulage Association and Freight Transport Association have been calling for it for a while, so they can compete directly with foreign companies.

But it takes time to get the legislation through."

The government had brought in the scheme a year earlier than planned, he noted.

Private company Northgate Public Services has won the contract to administer the levy, which must be paid by all vehicles over 12 tonnes.

The group estimates that 130,000 foreign HGVs enter the UK to make about 1.5m trips each year.

Foreign operators, drivers or agents can pay the levy daily, weekly, monthly or annually or on a pay-as-you-go basis.

The Foreign Operator Payment System (FOPS) is available in six languages.

With the scheme rushed through, there had been some concern that foreign drivers would not know about the new requirements.

Last month BIFA produced new guidance for hauliers concerned that sub-contractors were still in the dark.

The government spokesman said he hadn’t heard of any problems this morning.

(from: theloadstar.co.uk, April 1st 2014)

INTERMODAL TRANSPORT

DUTCH CABINET APPROVES 15-YEAR RAIL VISION

Netherlands: the cabinet has approved a report commissioned by the Ministry of Infrastructure & Environment which sets out a 15-year vision for the rail network.

Known as LTSA II, the strategy envisages spending €18bn on maintaining and managing the existing network, and €10bn on new infrastructure.

The main ambition is to create a 'door-to-door public transport chain', with improved connections between modes.

The 17·5 billion passenger-km recorded in 2011 are expected to grow by between 4% and 27% by 2020 and by a further 3% to 12% in 2020-30, with most of the increase within the Randstad conurbation.

The report backs a 'turn up and go' service of six IC trains per hour on the Amsterdam – Eindhoven route from 2017, and six stopping services per hour on the Geldermalsen – Utrecht – Woerden route.

However, there is no proposal to revive distinct high speed operations separate from other inter-city services following the Fyra debacle.

Improvements to passenger information are envisaged, in particular to enable passengers to change their plans when necessary.

Overall rail freight costs are said to be 10% to 20% higher than in neighbouring Germany or Belgium, and the report says that freight needs to be made more competitive by creating more capacity on the main international corridors.

These are often shared with domestic passenger services, and the strategy says freight should get higher priority than at present.

More use should also be made of the dedicated Betuwe Route.

Signalling and level crossing safety need to be improved, and the cabinet is due to take a decision soon on the nationwide deployment of ERTMS.

Implementation of the strategy would require improved co-operation between national, provincial and local governments, infrastructure manager ProRail, train operators and users' group ROVER.

Consultation is planned for October, and by the end of the year the cabinet will reprioritise various projects so that 'structure follows strategy'.

The ministry says that it wants to replace a ‘blame culture’ with a focus on the end user.

Regulatory monitoring will in future take into account periods when services are degraded, rather than just look at annual averages.

Proposals to reintegrate NS and ProRail have been ruled out.

But noting that the infrastructure manager would be transformed from an independent public body to an executive under the supervision of the ministry, the ProRail supervisory board announced on April 3 that Marion Gout-van Sinderen would be stepping down as President & Director-General with effect from July 1.

(from: railwaygazette.com, April 4th 2014)

TRANSPORT & ENVIRONMENT

LNG TO MEET 24% OF GLOBAL BUNKER FUEL SUPPLY BY 2025

During a media briefing in Singapore, Lloyd's global marketing manager, Luis Benito announced the statistics gathered from an 'LNG Bunkering Infrastructural Survey' conducted earlier in the year.

Out of the 50 ports surveyed around the world, 22 responded to a questionnaire organised to better understand the scope of how LNG will influence the maritime industry in the coming years.

15 ports were located in Europe, four in North America and a final three in Asia.

Upon a review of the 18 questions answered by each port, Lloyd's found that 59 percent already had specific plans for developing the LNG bunkering infrastructure, whilst 76 percent believed that LNG bunkering will commence at the port in the next five years.

More importantly, results found that European ports felt they would be able to support deep-sea bunkering operations by 2020.

As of this moment in time LNG bunkering is limited to short-sea vessels.

Nevertheless, 90 percent of the ports agreed that safety protocol between land and sea would first need to be finalised before any major developments could take place.

Cause for such growth in the years has been put down to a number of reasons; specifically calls for infrastructure to be set up as a bid to be environmentally considerate by a number of local authorities.

Benito also suggested that Singapore would pioneer the drive for LNG in Asia since it already has the facilities needed for such a process.

But this business can only flourish if the correct demand comes in, and secondly, whether shipping companies can afford the alternative.

So far, pricing remains an unknown variable; there has already been some outcry in regards to the development of ECAs and fears of pushing out smaller competition due to direct deals between supplier and carrier.

Yet as demand increases authorities have been paying more and more attention to the economic value of the fuel.

However, there is already some major divergence in price between North America, Europe and Asia.

Currently, Asian LNG prices are hovering around US$15.40/MMBtu; rather steep when compared to UK's $7.908/MMBtu and the US's Louisiana Henry Hub which stands at $4.436/MMBtu.

This may have something to do with the US and Europe's preparedness for the new fuel, which as of this moment in time, stands ahead of Asia, who currently suffer from massive procurement costs.

Yet Benito noted that LNG could have a massive influence, if major Asian buyers are successful in lowering the costs to gain the gas.

Further influence will come from the cost of training personnel to handle bunkering operations on board deep sea vessels, something that is as of yet, unknown.

Only time will tell if the source is financially viable globally.

But what is certain is this, the trade is growing and it is growing fast.

(from: porttechnology.org, April 8th 2014)

INDUSTRY

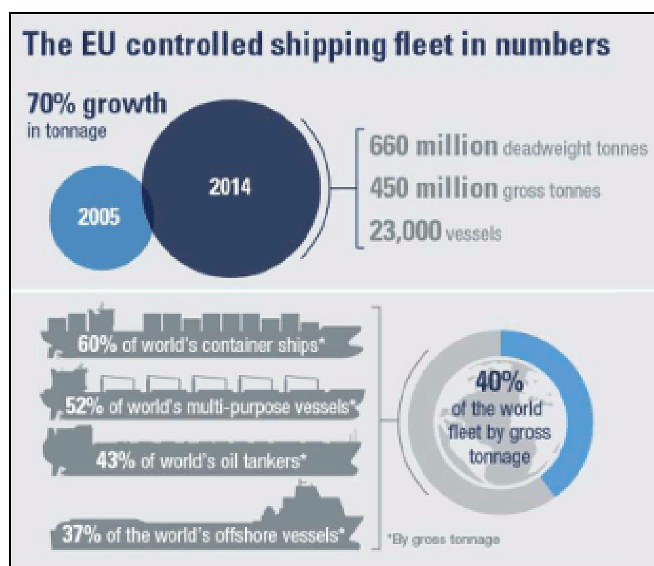
EU-CONTROLLED TONNAGE RISES 70PC, BUT GROWTH SLOWS WITH BIGGER SHIPS

Shipping activities contribute an estimated EUR145 billion (US$199.7 billion) to the European economy, with the amount of registered tonnage in the European Union growing 70 per cent in gross tonnage terms since 2005.

But a study commissioned by the European Community Shipowners' Associations (ECSA) shows that the number of ships flagged in Europe grew at a slower rate, reflecting the trend towards larger vessels that offer greater economies of scale.

At the start of the year, the EU controlled 40 per cent of world gross tonnage, down from 41 per cent in 2005.

This reflects that EU shipping companies continue to face strong competitive pressure from other rapidly growing centres of world shipping, particularly in Asia and the Middle East, reported Lloyd' List.



Greece has the largest controlled fleet within Europe, equivalent to 36 per cent of gross tonnage.

Germany represents a further 21 per cent of gross tonnage.

The EU-controlled fleet is dominated by three types of vessel: bulkers at 28 per cent of gross tonnage, oil tankers at 25 per cent and containerships at 25 per cent.

Offshore vessels recorded the strongest growth over the period under review.

The EU's share of the world offshore fleet rose from 28 per cent in 2005 to 37 per cent in 2014 in gross tonnage terms.

In 2012, the EU shipping industry is estimated to have directly contributed

EUR56 billion to GDP, employing 590,000 people and generating tax revenues of EUR6 billion.

It is estimated that four-fifths of posts, or 470,000 jobs, are based at sea.

It is tentatively estimated that 40 per cent of these seafarers are EU or European Economic Area (EEA) nationals.

There were 38,000 students/cadets in maritime academy training in 2012, an 11 per cent increase from 2004.

Said ECSA secretary general Patrick Verhoeven: "The EU shipping industry continues to stay its ground in these hard times against fierce competition from third-country shipping centres, particularly those in Asia and the Middle East."

(from: seanews.com.tr, April 8th 2014)

LAW & REGULATION

SHIP OWNERS SUPPORT COMMISSION IN EXTENSION OF LINER CONSORTIA BLOCK EXEMPTION

The European Community Shipowners Associations (ECSA), the International Chamber of Shipping (ICS) and the World Shipping Council (WSC) replied on Friday 28th March to a public consultation launched by the Commission on its proposal to extend the period of application of the so-called liner consortia block exemption regulation (BER) by another five years.

"We very much welcome the fact that the Commission shares the shipowners' view that the liner consortia BER should be extended" said Patrick Verhoeven, ECSA Secretary-General.

He added: "The reasons for maintaining the sector-specific BER are still valid today, especially when considering the many hurdles the shipping industry will have to cross.

We must guarantee clear and efficient guidance to liner operators and avoid any legal uncertainty that the discontinuation of the block exemption would entail."

Since 1995, the Commission has adopted a series of consortia block exemption regulations, each effective for a period of five years.

With the current BER expiring in April 2015, the Commission has launched a public consultation on its proposal seeking stakeholders' views on extending its period of application by another five years, arguing that such an extension not only benefits carriers but also shippers.

ECSA, ICS and WSC fully share the Commission's reasoning.

Today's liner industry has found itself in dire straits, battling with chronic overcapacity and high fuel costs, which have doubled between 2007 and 2013, and are expected to rise even further with the lower global fuel sulphur limit, dropping from 3.5% to 0.5% in 2020 or 2025.

The situation is compounded by the fact that global demand remains anaemic.

The only choice carriers have under these gloomy prospects is to cut costs.

Liner shipping has oriented itself towards economies of scale by ordering increasingly larger vessels, which can reduce per unit costs.

However to take advantage of these economies of scale, ships have to be fully loaded, which under the current circumstances of tonnage oversupply can prove to be a tall order.

Agreements and concerted practices between liner shipping in the framework of consortia can therefore alleviate the burdens the industry is has to bear.

"Discontinuing the block exemption for liner consortia would at this point and time constitute an unnecessary complication for the shipping industry, as the BER have so far had a good track record and are as useful to shippers as they are vital to carriers" said Mr Verhoeven.

(from: shipmanagementinternational.com, April 1st 2014)

PROGRESS & TECHNOLOGY

JUST HOW VIABLE IS NUCLEAR-POWERED SHIPPING?

Although Lloyd's Register made brief mention of nuclear-powered vessels at its Future Fuels conference, global strategic marketing manager Luis Benito relegated the possibility until after 2030: "Nuclear is not popular, although it is available," he said.

"Maybe in the distant future the public perception will change about using nuclear as fuel."

Members of LR stress that considering nuclear power as an option isn't necessarily the same as advocating it.

"Some of our competitors have superficially dismissed it," says LR marine communications manager Nick Brown, "but as a classification society, we only the handling the engineering - it's for governments, not us, to decide whether or not to use nuclear.

To date nuclear power in relation to commercial shipping has been restricted to a small number of icebreakers, however, it has been studied by some commercial owners.

In 2009, Cosco had entered talks with China's nuclear authority to develop nuclear-powered commercial vessels.

"As they are already onboard submarines, why not cargo ships?" asked Wei Jiafu, Cosco's then-president and ceo at that year's Marintec China.

The project was later abandoned in the wake of Japan's Fukushima disaster.

In 2010, a coalition of LR, Hyperion Power Generation, British designer BMT Nigel Gee and Greek ship operator Enterprises Shipping and Trading initiated a feasibility study into nuclear powered ships: "We strongly believe that alternative power generation is the answer for shipping transportation," the head of Enterprises, prominent Greek shipowner Victor Restis, said at the time.

At time of writing, the project is "still ongoing", according to Brown.

Often one of the biggest objections to nuclear power is the misconception that nuclear reactors can be made to detonate in a thermonuclear blast.

However, as senior researcher of DNV GL's Greener Shipping project Christos Chryssakis explains: "In contrast with general perceptions, the nuclear security risks during operation are actually quite limited.

As the nuclear chain reaction is started in the reactor, the fuel becomes highly-radioactive and hence self-protective.

"Any attempt to remove fuel from the reactor would encompass a life-threatening situation," says Chryssakis.

"The 'best' that any perpetrators may accomplish is radioactive releases, or threats thereof.

Fuel characteristics, fuel geometry, and safety controls would prevent the reactor from becoming a 'nuclear bomb'.

While releases could become severe with possible exposures in the vicinity of the ship, damage would be very small compared with that resulting from a nuclear explosion."

"Leakage of coolant can be the cause of severe accidents due to its high pressure and high temperature, as well as radioactive contamination," says Chryssakis, explaining that vessels incorporating nuclear propulsion would have to be equipped with sufficient radiation shielding, measures to stem the leakage of coolant, and back-up diesel propulsion for emergencies.

"Navy experience has proven that reactor reliability is high with modern designs."

Indeed, assuming nothing goes wrong, which, in the vast majority of cases for many hundreds of nuclear-powered submarines and warships it does not, nuclear reactors can last 25 years with comparatively low maintenance and no need to refuel.

"The main technical barrier we see for nuclear propulsion is related to handling, storage and recycling of used nuclear fuel."

What about other zero-carbon propulsion methods?

“While batteries are increasing in size… they cannot match the requirements for propulsion for modern large ocean-going ships,” says Chryssakis.

“Hydrogen is problematic for three main reasons: vast amounts of energy and infrastructure would be required for production; storage on board requires much larger space than conventional marine fuels; and the fuel cell technology is not compact and reliable enough yet.”

Although the risks posed by widespread adoption of nuclear propulsion are, for many, unthinkable, it is one of a very short list of options for zero-carbon shipping.

“If society gets serious about cutting emissions, it’s one option which will have to be considered,” Brown concludes.

(from: seanews.com.tr, March 31st 2014)

STUDIES & RESEARCH

BOX DEMAND TO RISE

The demand for new containers is expected to strengthen in the next two/three years according to Charles-Hadrien Lassalle, associate director, shipping and intermodal, ABN AMRO Bank NV's Singapore Branch.

Addressing the Intermodal Asia 2014 conference in Shanghai, the Singapore-based executive, who has been involved in a number of equipment financing deals with lessors and ocean carriers, said: "We expect trade to recover strongly, growing by 6% this year and another 6% in 2015, which compares with only 2.5% in 2013.

In addition, the large delivery schedule for new ships and the rising need for carriers and lessors to replace ageing boxes will drive demand for new equipment."

Lassalle estimated that the replacement requirement alone would be equivalent to between 5% and 6% of the total operating pool of approximately 36M TEU each year.

That would be equivalent to a supply of 1.8M to 2.2M TEU.

The executive also suggested that new markets being opened up, ongoing slow steaming and deployment of tonnage onto longer trade routes would have a positive impact on the demand for containers.

He elaborated: "With ocean carriers moving further inland in countries such as Russia, and serving more outlying islands in the Philippines and Indonesia, containers are taking longer to be turned around.

In several cases this equipment is never returned at all and this, I believe, will also have a positive effect on the demand for new boxes."

Taking all of these factors into consideration, Lassalle projected that the annual demand for new containers each year for the next two years would be in the 3.5M to 4M TEU range.

Interestingly, the executive believes that lessors' share of the equipment pool will decrease slightly from its present level of about 46%.

"We are seeing far more interest from shipping lines in financing containers and this will result in this sector buying again.

This will result in the leased part of the fleet dropping to about 42%."

Over the past three years, lessors have been the main purchasers of containers, accounting for as much as 60% of the orderbook at times as ocean carriers' stretched balance sheets meant they had to focus their capital spending on ships and IT systems.

(from: worldacargonews.com, April 4th 2014)

ON THE CALENDAR

- 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.