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PORTS AND TERMINALS

CHINESE PORTS TAKE UP HALF OF WORLD'S TOP 20 IN SISI SURVEY OF 2013

The latest report posted by the Shanghai International Shipping Institute (SISI) shows that among the world's top 20 ports in 2013, half are Chinese ports.

China's port throughput makes for a larger proportion in the world's total, up from 28.7 per cent in 2012 to 30.4 per cent in 2013.

The report has also forecast that the world's container volume through maritime ports will grow at a faster rate in 2014 and lead to fiercer competition among the ports, Xinhua reports.

SISI's report pointed out, the weak recovery of the world's economy and trade protectionism resulted in a only slight growth of three per cent in the world's port box throughput last year, to 641 million TEU.

The growth rate had fallen for the third year in a row.

New markets such as China are still enjoy thriving demand for trade.

Among five of the top 20 ports that has ascended in the ranking, four are in China.

Last year, Shanghai stayed at the top of the list for the fourth straight year with 33.62 million TEU.

Its gap with Singapore, which was at second place with 32.58 million TEU, grew wider to one million TEU.

Shenzhen for the first time overtook Hong Kong to become world's No 3 with 23.28 million TEU.

The following Chinese ports on the list were: Hong Kong, coming in fourth with 22.29 million TEU; Ningbo-Zhoushan, ranking sixth with 17.35 million TEU; Qingdao, seventh, 15.52 million TEU; Guangzhou, eighth, 15.31 million TEU; Tianjin, 10th, 13 million TEU; Dalian, the 13th, 10.02 million TEU; Kaohsiung, the 14th, 9.94 million TEU; Xiamen, the 17th, 8.01 million TEU.

SISI's report said, as the world's economy continues to turn better, bilateral and multi-lateral trade agreements will expand to cover a wider area, regional trade will make greater improvement.

This will spur growth of container throughput.

SISI predicted that the world's box throughput increase will be more than four per cent.

SISI also warned that economy and trade recovery does not necessarily benefit all.

The change of the trade landscape and larger ships are bringing new challenges to the ports.

Bigger carrier alliances are weakening the negotiating power of ports.

Marketisation of the Chinese port operators is also demanding continuous upgrade of their services and facilities in order to survive fiercer competition.

(from: seanews.com.tr, March 26th 2014)

MARITIME TRANSPORT

GRIS ARE ON A SLIPPERY SLOPE, AS CARRIERS JUGGLE OVERCAPACITY AND PLUNGING RATES

Ocean carriers are quick to post announcements of general rate increases, but are understandably more reluctant to confirm that a proposed GRI has been suspended or deferred.

Such is the case with the early and mid-March GRIs on the Asia to Europe tradelane, where anecdotal reports to *The Loadstar* suggest that carriers are unofficially telling their clients not to worry about the increase for now.

The Loadstar reported last week that a forwarder had been sent an advisory by OOCL offering a discount of $150 per teu on its FAK spot rate until the end of March, which, he said ironically "negated" the stemmed GRI.

But in many cases, the discounting is being done on a need to know basis.

The latest rumour in the market is that China Shipping Container Lines has "postponed" its planned mid-March GRI until the beginning of April – although it is certain that CSCL will not be the only carrier in reacting to the sickly market reading.

The dilemma for carriers serving the troubled route is that headhaul Asia to north Europe spot rates have plunged by more than 40% since the beginning of the year, falling below the watershed $1,000 per teu mark last week.

Against this backcloth, they would have little prospect of the GRIs sticking if they tried to enforced them.

Moreover, leading player CMA CGM effectively pulled the rug from under rivals seeking rate restorations this month by announcing that its GRI would not come into force until April 1.

Subsequently, other carriers have announced a similar timeline for increases that range from $400 to $1,000 per teu.

It remains to be seen whether the April GRIs will hold, as despite Asia-Europe January volumes reaching their highest level since August last year, the market is factoring-in its concern about the huge amount of new tonnage that will flood into the trade later this year and into 2015.

Indeed, more than 140 newbuilds of 10,000teu or more will be received this year, with a further 1.7 million of cellular tonnage to be delivered in 2015 – most of which will be deployed on Asia-Europe loops.

Nevertheless, with spot freight rates now at levels that, for many carriers, are below break-even level, the pressure from stakeholders/investors to exert rating policy discipline will increase, and to reinforce this there will be more blanked sailings, putting further strain on the supply chain.

One other aspect that will, no doubt, suffer further, in the generally accepted commoditised trade of container shipping, is customer service, which carriers will struggle to deliver against a background of worsening schedule integrity and skipped sailings.

(from: theloadstar.co.uk, March 12th 2014)

US GIVES P3 ALLIANCE THE GREEN LIGHT, BUT CAVEATS WILL ADDRESS SHIPPERS' CONCERNS

The proposed vessel sharing agreement between the world's three largest container lines has been given the seal of approval by the US regulatory office of the Federal Maritime Commission (FMC), despite the opposition of its former chairman, industry veteran Richard Lidinsky.

He voted against the P3 vessel sharing agreement (VSA) after having halted the FMC review in December with a request for more information.

The decision by the FMC is not a surprise, given the positive comments on the benefits of alliances from current chairman Mario Cordero, as well as the fact that the regulator has not previously refused permission for a VSA.

However, the sheer size of the operational marriage between Maersk Line, MSC and CMA CGM – 20% larger than the G6 alliance – has caused much angst over the potential elimination of effective competition.

Approval for the P3 looked set after the first 45-day review by the FMC, until ex-Sea Containers executive Commissioner Lidinsky effectively stopped the clock with his information request.

In a December release from the FMC, Mr Lidinsky noted: "This agreement appeared to be moving into an implementation phase without regard to adequate regulatory approval."

He had said that it was critical shippers and interested parties had their concerns addressed, adding "we need to understand the implications of what has been proposed".

Many shippers and lobbying bodies had raised concerns about the impact on price and service levels of the VSA proposal, and it was the most talked about topic at the annual TPM conference in Long Beach this month.

Shippers were understandably wary of the dominance the P3 network would have, and the opportunity for price collusion was a constant fear voiced, although in general there was a "trust in the system" view that this would not be allowed to happen.

Moreover, in terms of service integrity, one shipper commented that the market-leading schedule reliability of Maersk Line would "pull up the others" in a much-needed improvement to a worsening on-time liner performance.

Nevertheless, the P3 partners were heavily criticised on the "dearth of communication" and "non-existent consultation" with shippers about their scheduling plans.

However, despite Mr Lidinsky's reservations, the P3 proposal has cleared the US leg of its regulatory journey – albeit that the approval comes with caveats to address the concerns of shippers, which are referred to by the FMC as being: "an unreasonable increase in transportation costs" or "an unreasonable reduction in transportation service".

To counter this twin threat the FMC said it would instruct its staff to issue "alternative reporting requirements" to the P3 parties to assist with the commission's "ongoing, close monitoring of the agreement".

Mr Cordero said the FMC expected the agreement to "produce operational efficiencies for the benefit of the US consumer", and added that the reporting requirements would "ensure we have timely and relevant information to act quickly should it be necessary".

Maersk Line spokesman Michael Storgaard told *The Loadstar*: "North America and the US in particular is a key shipping market.

Therefore, the decision by the FMC is a very important step towards overall approval of P3, which is still subject to regulatory review in jurisdictions in Europe and Asia.

"We will now continue our close co-operation with competition and maritime authorities in order to address questions and to explain the nature and benefits of P3," he said.

Elsewhere, the conditional agreement seems to have placated the Global Shippers' Forum which had urged the regulators "to adopt appropriate measures to ensure that the P3 alliance is unable to restrict competition, reduce choice or influence rates".

GSF secretary general Chris Welsh told *The Loadstar* this morning that it was "good news for shippers, as the FMC has acted on our concerns".

The P3 members still await a response from the Chinese Ministry of Commerce for their network proposal, which is anticipated by May 10.

But this is not expected to present too many problems, enabling the P3 to commence operations, as scheduled, in the second half of this year.

Mr Storgaard said the partners had earmarked the middle of this year for the P3 to formally go live, although, "due to the on-going approval process, we are not able to elaborate on the Network Centre set-up in regards to location, staffing, etc".

Meanwhile, the FMC's 45-day review period for the G6 Alliance's proposal for an extension of its co-operation on east-west trade lanes expires on April 4 – it should in theory.

(from: theloadstar.co.uk, March 21th 2014)

RAIL TRANSPORT

FRENCH INFRASTRUCTURE MANAGER RECORDS LOSS IN 2013

French infrastructure manager Réseau Ferré de France (RFF) recorded a loss of €60 million in 2013 after experiencing a ‘slowdown in railway activity’ across the country.

Although turnover rose by two per cent to €5.7 billion last year, increased investment in infrastructure projects resulted in a negative net income for the year, down from a €2 million profit in 2012.

Throughout 2013, infrastructure investment rose from €5.4 billion to €7.8 billion; an increase of 45 per cent.

Higher capital investment costs have also resulted in rising debts for the organisation, increasing to €33.7 billion at end 2013 from €31.5 billion in 2012.

RÉSEAU FERRÉ DE FRANCE

Announcing its annual results, RFF said that the distance travelled by business passengers fell by 2 per cent last year, with freight falling by 3 per cent.

This slowdown comes at a time when the French government is moving forward with a series of multi-billion euro infrastructure projects.

These include the Grand Network Modernisation Plan – a €15 billion programme which covers the installation of GSMR and ERTMS systems, increasing capacity on LGV lines and improving France’s busiest stations – and a new investment plan for the Ile-de-France region which will see €1 billion spent in 2014.

Between 2016 and 2017 an additional 700 kilometres of high-speed lines will come into service, including the LGV Sud Europe Atlantique between Tours and Bordeaux and phase two of LGV Est between Baudrecourt and Vendenheim, near Strasbourg.

In 2013, RFF also confirmed that it would be spending €410 million over four years to improve monitoring and replacement of switches following the derailment at Brétigny-sur-Orge.

(from: globalrailnews.com, March 26th 2014)

ROAD TRANSPORT

LONGER, HEAVIER TRUCKS TO REDUCE EMISSIONS AND BOOST SAFETY, GIVEN A 'YES' VOTE

Draft truck design rule changes, which will allow manufacturers to exceed current EU maximum length and weight dimensions, moved one step closer today (Tuesday 18 March) having received a 'yes' vote from MEPS on the Transport Committee of the European Parliament.

The draft regulations will allow longer truck cabs if they are designed to slash emissions - for example by improving aerodynamics - or to prevent accidents, such as reducing blindspots or the use of more rounded cabs to push people clear of the vehicle in the event of a collision.

Aerodynamic flaps up to 50 cm wide would be allowed at the rear of the truck to reduce drag and emissions, while to encourage take-up of low-carbon LGVs, which often carry a weight penalty, vehicles would be permitted to exceed the current maximum weight by up to one tonne.

A boost has also been given to intermodal transport, as the draft rules will allow for trucks used in combined road-rail or road-ship transport operations to be made 15cm longer to facilitate the loading of standard 45ft containers, used all across Europe.

Lead MEP Jorg Leichtfried said: "The draft rules would allow designers to put better trucks on the road that improve road safety and reduce environmental damage."

He added that the controversial issue of 'megatrucks' being allowed to operate across Member State borders will need further investigation by the EC before a decision is taken.

“On the issue of ‘megatrucks’, Parliament has always asked the European Commission for a proper impact assessment.

By deleting the parts of the legislative proposal on cross-border circulation for longer vehicles, we reinforce this position.

"The Commission will be asked to review the situation and report back to the Parliament and the Council by 2016.”

Now the draft regulations have been given the green light by MEPs, they will face a full vote of the European Parliament on 13 April.

Commenting on this week’s vote, ACEA, the vehicle manufacturers’ trade association, calls for the extra cab space to be available not just for safety and aerodynamic purposes but also to house new fuel-saving technology such as waste-heat recovery systems.

(from: commercialmotor.com, March 18th 2014)

INDUSTRY

CHINA'S CONTAINER MANUFACTURERS SET TO INVEST ON THE BACK OF OPTIMISTIC OUTLOOK

A wave of investment in container manufacturing facilities seems set, as the major box makers anticipate a recovery in the global liner trades.

There are different bellwethers for gauging the health of the container transport industry – while we often look at the what is being carried on ships and trucks or handled in forwarders' warehouses, container manufacturing also tells a story.

After the bankruptcy of Lehman Brothers in 2008, box making crashed as carriers cancelled orders *en masse*.

However, last weekend China International Marine Containers (CIMC), the world's largest container manufacturer, announced it had moved forward on a MoU signed last April with a local government in the Pearl River Delta region to build a new production facility.

The company will invest an initial Rmb2.5bn (US$400m) into a 72ha site in Dongguan Fenggang county, adjacent to the provincial capital of Guangzhou.

This will, over the course of the project, rise to Rmb7bn.

The eventual production capacity of the facility will be 750,000teu a year and will represent a significant increase in CIMC's overall capabilities.

The company currently has capacity to produce around 2.4m teu of standard dry containers and another 190,000teu of specials, such as reefers, a year.

A statement from CIMC said: "[The] container business is one of the principal businesses of the group.

Leveraging on the gradual recovery of the global economy, as well as the steady increase in global containerisation rate, it is expected that the long-term growing trend of demand for containers will continue in the future."

A similar note was sounded this morning in Hong Kong, where the second largest box maker, Singamas, posted its results for 2013.

At face value they weren't pretty – revenues fell 16.6% to US$1.25bn in 2013 compared with 2012, and operating profits dropped by just over 51% to $46.7m.

The results came on the back of lower sales volume – the company's total teu sales were down 5% to 542,442teu – combined with lower prices for new containers.

The average price per 20ft dry container fell from $2,452 in 2012 to $2,195 last year.

Nonetheless, chairman Teo Siong Seng struck an optimistic note: "Demand for new containers remained soft in 2013, which directly affected the performance of the group.

Despite of the headwinds, Singamas' operations remain highly streamlined and cost-effective by adopting integrated production lines and disposal of less profitable facilities.

"On the other hand, our production capabilities are further expanding, via [new] Qidong facilities, which supports our new movement regarding tapping into offshore container market to diversify our portfolio for the anticipated market upturn in the second half of 2014."

The company said that a new plant at Qidong would reduce manpower requirements by some 30-40%, and take its overall annual production capacity past the million-teu-a-year mark.

In its earning statement, Singamas said global container trades were expected to grow by 5% this year, suggesting that the shipping industry could finally see a turnaround in its fortunes.

"Though we are cautiously optimistic about the container industry, and expect its prospects to gradually pick up in second half of this year, we are well prepared to adapt to market conditions and capitalise on opportunities that emerge by adopting a series of measurements," Mr Teo added.

(from: theloadstar.co.uk, March 18th 2014)

LOGISTICS

INDITEX INVESTS IN ITS SUPPLY CHAIN AS ITS GLOBAL RETAIL EMPIRE GROWS BY 330 STORES

The world's largest fashion retailer, Inditex, owner of the Zara chain of high street stores, today reported 5% growth in revenues in 2013, following a year of substantial investments in its logistics platform to support sales and its retail outlets.

The Spanish company, founded by the world's third-richest man, Amancio Ortega, saw revenues climb to €16.3bn, while net profit rose by a marginal 1% to €2.38bn in 2013 – a year which saw a further 331 stores open globally, along with the ongoing expansion of the systems to support its massive supply chain.

While the company said that bulk of the €1.2bn reinvested into the business went into the new stores, funds were also funnelled into "logistics capacity in Spain", where its global distribution activities are centred.

It said: "Inditex continued to expand its decision-making centres, updating technology at the logistics facilities and expanding the group headquarters.

Strong investment continued through 2013 across the group's distribution centres in Arteixo, Meco and Zaragoza.

"The latter distribution centre recently began operating an automated hanging garment storage and retrieval system which is best in class, due to its technical features and size."

A new €150m distribution centre in Cabanillas, Guadalajara, now in the final stages of construction, is expected to begin operations in the coming months, while the 70,000sq metre extension of Inditex's Arteixo HQ has also been completed, and represents a doubling of capacity.

A €60m investment is being ploughed into the development of storage and distribution facilities in Catalonia and Zaragoza, principally for the non-Zara brands.

Despite Inditex being a byword for fast fashion and a prolific user of air freight, due to its unusually quick turnover of garment retail cycles, the increasingly global nature of its retail operations means that it has become more a sea freight shipper than ever before.

While much of its supply chain operation and strategy has been a series of tightly guarded secrets, a case study by the University of Mexico, published last year, claims that Inditex's stock replenishment frequency is double that of its major multinational competitors.

Garments manufactured over the course of a month are moved from its distribution centre to European shops within an average of 24 hours, and to Asian and American stores within 48 hours.

The report adds that its Zaragoza logistics hub, which is the heart of its network, can store "34 million garments and is distributing 360 million garments" at any one time via connections to road, rail and air.

In terms of cargo flows, some 50% comprises European road freight movements, reflecting the concentration of its southern European production.
However, some 15% of its inbound cargo arrives by air, which represents 10% of all shipments from Asia to Spain, while the remainder of its inbound movements come through the sea ports of Barcelona and Valencia.

That proportion changes for outbound; with air making up 36% of movements, and exports going to Asia, America and Africa.

As of January last year, this air freight traffic was spread across eight airlines.

(from: theloadstar.co.uk, March 19th 2014)

LAW & REGULATION

TRANSPORT COUNCIL LIGHTS THE WAY TO A BREAKTHROUGH IN EUROPEAN RAIL RESEARCH AND GIVES GREEN LIGHT FOR THE ERA REGULATION

A satisfying compromise was found today by Europe´s Transport Ministers for the legal framework of the Shift²Rail Joint Undertaking, well balancing the needs of railway undertakings and infrastructure managers as well as the European railway manufactures and suppliers.

CER also notes a step forward being made with the ERA regulation and encourages all actors keeping a strong European focus in the upcoming trialogue discussions.

The decision taken on Shift²Rail is the next important milestone for a breakthrough approach in the framework of Horizon 2020.

The relay is now passed on to the European Commission for drafting the Shift²Rail Master Plan.

With the legal framework being shaped, the railway sector now calls all European institutions and other entities involved to define the detailed strategic goals of tomorrow's European railway sector including the standardisation of spare parts.

Shift²Rail shall help to realise real interoperability of a safe European railway system.

The Council further agreed on a general approach regarding a proposal intended to define new tasks to be carried out by the European Railway Agency.

The draft regulation is part of the Fourth Railway Package and will turn the Agency from a purely regulatory institution into the European railway authority responsible for vehicle authorisation and safety certification.

CER supports the principle of trust and confidence between the ERA and the national safety authorities but underlines the need for clear decision-making processes with the Agency as final decision-making body.

In addition, CER would like to see the spare parts coordination to be re-added to the Agency's mandate and that the Board of Appeal's decisions are fully binding.

The European Aviation Safety Agency has already implemented this principle and CER recommends following this good example.

CER Executive Director Libor Lochman added: "I appreciate the work of the Greek Presidency and the whole Transport Council as they managed to handle well two dossiers of high importance to the rail sector: Shift²Rail and the revision of the Regulation establishing the European Railway Agency.

The Council's decision shows the right approach for rail research and the opportunity to re-vitalise the European rail system in technical terms.

The legal framework for interoperability and safety as well as the ERA regulation still needs to be optimised and finalised in the trialogue discussions."

(from: europeanrailwayreview.com, March 14th 2014)

PROGRESS & TECHNOLOGY

MEGA SHIPS ARE THE FUTURE, BUT AT THE PRICE OF OVERCAPACITY: TOP MOL MAN

G6 Alliance members are studying options for buying 18,000-TEU plus box ships, but no decision has yet been made, according to Mitsui OSK Lines (MOL) managing executive officer TK Konishi.

"Perhaps [we will have a] maximum two sets of 18,000 to 19,000-TEU ships by 2020, or by 2022 or 2023. It's a long-term issue," with each member contributing up to four vessels to share equal responsibility.

By comparison the rival P3 Network of Maersk, CMA CGM and MSC is due to operate at least twenty-nine 18,000 to 19,000 TEUers by 2016, provided it gains regulatory approval.

The careful approach is partly due to G6's smaller market share on Asia-Europe routes.

Mr Konishi believes the largest ships within the G6 network, at 13,000 to 14,000 TEU, could be just as competitive as P3's bigger vessels, he told Lloyd's List in an interview.

"It's not really the size of ships that matters, but slot costs," Mr Konishi said.

"We'll have 48 ships (of 13,000 TEU-14,000 TEU) by 2016, mostly by 2015... only five of them are ordered before the Lehman shock (at high prices)."

G6 deploys on Asia-North Europe and Asia-Mediterranean services 40 vessels larger than 13,000 TEU.

"Those ships are very cost competitive."

Said Mr Konishi: "If we order 18,000 to 19,000-TEU ships now, those ships can be much cheaper... then there will be some cost benefits."

MOL is confident that G6 can widen its network to cover transpacific and transatlantic trades from the second quarter as planned.

"We have been operating in accordance with our FMC filings... from that perspective we have antitrust immunity," Mr Konishi said.

"As long as we discuss all sorts of things fully lawful as filed in agreements, I don't really see any reason we have to be in the TSA to operate in the alliance."

On liner alliances upsizing vessels in their networks over the past two years, he said, it is "kind of a vicious circle but one of the simplest, most straightforward ways to lower our slot costs".

With regards to the most viable trade routes of the future given the size of the mammoth breed of vessels, MOL's estimates, a suezmax boxship would be able to carry 20,000 TEU of containers in 24 rows, with a length of 415 metres and 16.3 metre draft.

In comparison, a Triple-E class vessel has 23 rows, with a 400 metre length and 16 metre draft.

The Panama Canal's expansion would draw 8,000 TEU-9,000 TEU ships from Asia-Europe to Asia-US east coast trades, squeezing out panamax vessels or smaller.

"Those 8,000 TEU-9,000 TEU ships will have better employment... the surplus of panamax sector is more of a problem for owners, rather than for operators," Mr Konishi said.

(from: seanews.com.tr, March 26th 2014)

STUDIES & RESEARCH

INSURERS FEAR THE BIGGER THE BOXSHIP, THE GREATER THE THREAT TO GLOBAL SUPPLY CHAINS

Marine insurer Allianz has flagged up its concerns over the threat the increasing size of containerships could pose for the industry in a maritime emergency.

In its *Safety and Shipping Review 2014*, analysing trends in shipping total losses for the previous year, Allianz speculates that according to the present growth trend, the arrival of a 24,000teu ship could be anticipated within four years.

The sinking of the *MOL Comfort* in the Indian Ocean in July 2013, en route from Asia to the markets of north Europe, showed the huge impact on the supply chain from the foundering of a containership of just one-third of this size.

In the case of the ill-fated 8,100teu ship, 4,382 containers, many loaded with hi-tech electronic goods, were lost to the sea causing just-in-time supply chains to fracture and urgent replacement stock needing to be airfreighted.

Two years earlier, the 3,351teu MSC-chartered *Rena* ran aground on the Astrolobe reef near Tauranga, New Zealand, spilling containers and heavy fuel oil into the protected areas of the Bay of Plenty before breaking in two and sinking.

The casualty was not only that nation's worst maritime environmental disaster, but also caused massive disruption to the local fishing and tourist industries resulting in financial hardship for many local businesses.

"Just think of the business interruption of ports and terminals if an accident was to block the entrance," said Dr Sven Gerhard, Allianz's global product leader, hull and marine liabilities.

“In addition, salvage might require unprecedented efforts and complex operations – in some cases it may take many months, or possibly a year or longer, to remove all the containers, particularly if the accident were to happen in a remote location.”

Meanwhile, noting that the use of LNG to power ships is set to “dramatically increase” by 2020, Allianz also has safety concerns in that there will be a rise in the number of ports providing LNG bunkering stations that have no experience of handling the gas.

Senior risk consultant, marine, Capt Rahul Khanna said: “We need to ask what risks LNG-fuelled ships will present to the industry.

“The concern is storing the LNG as fuel and handling it onboard.

LNG handling expertise is not easily available – there needs to be a change in mindset and training.”

However, despite these emerging risks, Allianz reports that the 94 total losses for shipping of over 100 gross tonnes in 2013 came in at fewer than 100 for only the second time in the past 12 years, which was 20% below those of the previous year.

“While the long-term downward trend in shipping losses is encouraging, there is more work to be done to improve the overall safety of these vessels as well as their cargo, crew and passengers, especially in Asian waters,” said Tim Donney, global head of marine risk consulting.

(from: theloadstar.co.uk, March 14th 2014)

ON THE CALENDAR

- 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.