notiziario

newsletter

bulletin

mitteilungen

noticiario

C.I.S.Co.
Council of Intermodal Shipping Consultants
Via Garibaldi, 4
16124 Genova GE (Italia)
Tel. 010 2518852
Fax 010 2518852
e-mail info@ciscoconsultant.it
www.ciscoconsultant.it

YEAR XXXII
Issue of June 15th 2014

June 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

RIJEKA HATCHES AMBITIONS AS AN ADRIATIC HUB AS THE P3'S BIGGER SHIPS COME CALLING

The Croatian hub port of Rijeka is set for a future as a new gateway to the central European heartland, as the redevelopment of its container terminal by Filipino port operator ICTSI nears completion.

However, its success will largely be dependent on its connectivity with its potential hinterland.

Last week saw the port handle its largest vessel when the 8,500teu *CMA CGM Cendrillon* made its maiden call at the port on the Phoenician Express service, which has recently seen its capacity significantly upgraded, replacing ten 6,000teu vessels with ships in the 7,400-8,500teu range.

The service is jointly operated by CMA CGM and Maersk, with the Danish carrier deploying some of its 7,400-8,000teu K class series which have been cascaded from the Asia-North Europe trade.

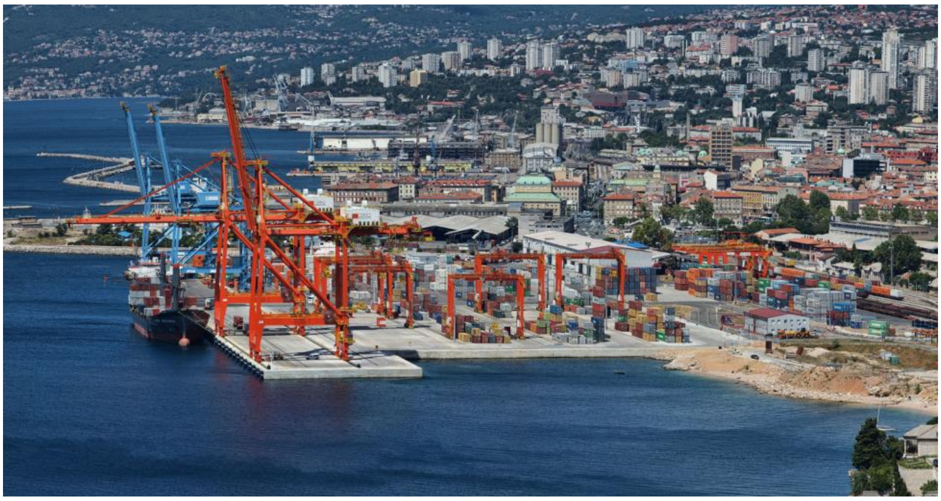
The Phoenician Express will be replaced by the Phoex service when the P3 launches later this year and sees Maersk and CMA CGM joined by MSC.

Rijeka, along with Koper and Trieste, has been named as a port of call, while Venice will be dropped, as well as relay calls at Jeddah and Beirut.

"By a wide range of intermodal connections, Croatia, Bosnia and Herzegovina, Serbia and Central European countries will benefit from the shorter route and the best transit times," a CMA CGM spokesperson said as the *Cendrillon* made its call.

The deployment of larger vessels comes as the port's container terminal – run by ICTSI since 2011 when it completed the acquisition of a 51% stake in the terminal from port owner Luka Rijekam renaming it the Adriatic Gate Container Terminal (AGCT) – completed a development project that saw its quay substantially lengthened and handling capacity increased to 450,000teu a year, according to Rijeka port authority executive director Vlado Mezak.

Mr Mezak added that the ability to handle large vessels would be further enhanced later this month.



"Simultaneously, we are working on the installation of a mooring buoy which, together with the existing water depth in excess of 14 metres, will allow the berthing of vessels up to 370 metres long.

The buoy will be operational by mid-June."

AGCT chief executive Philip Marsham told *The Loadstar*: "This year we are hoping to handle in the region of around 160,000teu, which would be about 20% up on last year."

The theory behind the Phoenician Express service is that the Adriatic ports offer an alternative gateway to the burgeoning markets in central and eastern Europe, currently mostly served via the north European gateways of Rotterdam and Hamburg.

The latter's main terminal operator, HHLA, has for the past few years been heavily investing in intermodal services in the region through its Czech-based Metrans subsidiary as a way of securing cargo, and already runs block trains between its rail freight hub in Prague and the Slovenian port of Koper, which is located little more than 50km overland from Rijeka and has embarked on a similar gateway strategy.

Key to the success of AGCT will be how it develops and manages its intermodal connections.

It is currently redeveloping its intermodal yard, which will take AGCT's overall capacity up to 600,000teu.

Mr Marsham estimated that some 50% of the terminal's traffic "will be leaving Croatia" for the European hinterland.

However, a stumbling block has been the difficulties that national rail freight operator HZ Cargo has found itself in.

Traffic on its network fell sharply in the aftermath of the recession – it transported 11m tonnes in 2012, compared with 17m tonnes in 2007 which, combined with the rail liberalisation package, following accession to the EU, represented a huge challenge to the state-owned company, and at the beginning of 2013 it was put up for sale by the government.

But it has not exactly had potential buyers queuing round the block.

The Ministry of Maritime Affairs, Transport and Infrastructure did enter detailed negotiations to sell a 75% stake to Romanian private rail operator Grup Feroviar Roman last year.

However these ended in January, with the ministry citing "significant deviations arose from the terms given in the binding offer, thus making it impossible for the Croatian negotiating team to continue under these circumstances".

A couple of days later, Sinisa Hajdas Doncic, the Minister of Maritime Affairs, Transport and Infrastructure, held a press conference in which he said: "HZ Cargo is a viable company with good prospects, but only if the restructuring conditions regarding a continued restructuring process are met.

Within the given deadlines there are four key preconditions: 1,100 employees have to be dismissed, salaries will be reduced by 20%, everything which does not belong to core business will be sold and expenses for employees and severance payments will be reduced."

However, HZ Cargo's travails appear to present an opportunity for other operators, and although Mr Marsham declined to identify particular companies, he was confident that a regular intermodal block train service would be operational "within the next couple of months".

"Let me put it this way – the key private rail operators in South and Central Europe are planning a new service," he said.

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

VALENCIA PORT FACING LEGAL ACTION AS ANGER MOUNTS OVER TERMINAL CONCESSIONS

Mediterranean Shipping Co's container terminal in Valencia is at the centre of a legal dispute between the port authority and terminal operator Noatum which could have implications well beyond Spain.

For one of the central issues concerns alliances such as P3, which will be the world's largest vessel-sharing agreement when it is up and running, and how member lines select their terminals.

The Valencia case, which has many different strands, also brings together some of the most powerful names in shipping, either directly or indirectly.

Noatum is the ports arm of investment bank JP Morgan, whose asset management division acquired the public terminal in Valencia when it bought the Spanish group Dragados in 2010.

The P3 alliance is being set up by the world's three biggest container lines, Maersk, MSC and CMA CGM.

Valencia was ranked number 30 in the latest Containerisation International Top 100 Container Ports analysis, with throughput of 4.5m teu in 2012.

However, volumes slipped 3.2% in 2013 to 4.3m teu as some services switched to non-Spanish ports.

The port has three container facilities, of which two are public, TCV Stevedoring and Noatum Container Terminal Valencia.

The third is MSC's private terminal, MSCTV.

All are affected by the dispute in one way or another, while several more container lines are also caught up in the altercation as Noatum challenges the right of MSCTV to handle ships that are not controlled by the Geneva-headquartered line.

After trying to get the matter resolved without resorting to litigation, Noatum finally took legal action against Autoridad Portuaria de Valencia in April.

Two further lawsuits will soon be lodged against APV as Noatum seeks to protect the rights of investors in public terminals.

At the heart of the case is the distribution of container traffic between the three Valencia terminals.

Noatum is challenging APV over the fact that MSCTV is handling non-MSC

ships, in apparent contravention of the concession agreement.

Ships belonging to various MSC vessel-sharing agreement partners such as Maersk Line, Zim and Hamburg Süd and have been calling at MSCTV rather than the public terminals, according to Noatum.

That is why Noatum is so anxious to establish the legal position before the P3 trio begins operating a joint fleet.

The target date is autumn, once all necessary regulatory clearances are obtained.

This dispute may, though, be particular to Valencia since most of the terminals linked to P3 members are common-user facilities, whereas MSCTV is a dedicated terminal.

Nevertheless, both Noatum and TCV want to clarify the rules as global alliances start to reshape the container shipping trades.

(from: lloydsloadinglist.com, June 12ft 2014)

MARITIME TRANSPORT

MAERSK SERVICE RELIABILITY DRAGGED DOWN BY LINE'S NEED TO 'AGGRESSIVELY' CUT COSTS

Shipping analyst Drewry's recent paper suggests that, due to a fixation on costs, carriers no longer care about schedule reliability, and that even long-time "champion performer" Maersk has fallen below its usual standard.

In response, the Danish line has reiterated its commitment to "deliver consistent reliability".

Drewry's quarterly review highlighted an industry on-time average of just 61% in the first three months, which, notwithstanding a prolonged period of adverse weather in some operational regions, was still well below the 70% plus average for the same period in the previous year.

The fifth consecutive quarterly decline in container line schedule integrity reported by Drewry included Maersk's fall to a figure of 70% – at least 10 percentage points down on its normal average, and well below its target of 95% for on-time vessel reliability.

Drewry's data revealed that Maersk's schedule reliability had been hobbled by its partners, without which a standalone Maersk Line would have fared much better, with a greater than 80% on-time performance.

The transport analyst suggested this trend did not bode well for Maersk's proposed P3 alliance with MSC and CMA CGM, with the former constantly towards the bottom of the reliability league and the French carrier a mid-table performer – a fear expressed by many shippers at industry conferences.

However, others have suggested that given the autonomy of the P3 tonnage centre, the schedule reliability of MSC and CMA CGM will improve as a consequence.

Maersk Line has commented on the reliability debate by agreeing that overall on-time performances have deteriorated.

In a press release it said this was “mainly due to rate pressure forcing shipping lines to aggressively cut costs”.

However, it also argued that where unexpected events such as weather or port interruptions delay ships “there will be a trade-off between spending bunkers for recovering reliability or saving profit margins”.

“With decreasing rates, that is a decision which all carriers must face daily,” said Maersk, confirming Drewry’s conclusion of a worsening trend.

There was however some small comfort for customers of Maersk Line which said it intended to “remain in the top end of the most reliable shipping lines”.

(from: theloadstar.co.uk, June 3rd 2014)

P3 ALLIANCE GETS EU GREEN LIGHT, DESPITE SHIPPER WORRIES, AND LOOKS TO CHINA NEXT

The east-west P3 vessel-sharing agreement between the world's three biggest container carriers has cleared its second regulatory hurdle, the EU Competition Commission.

The European Commission informed Maersk Line, MSC and CMA CGM yesterday it had decided not to investigate the P3, and its alliance rival the G6, over any antitrust issues.

However, competition commission spokesman Antoine Colombani said: "The commission will follow market developments and will remain vigilant as regards any risks for competition that may arise from the implementation of P3 or G6.

"The commission will consider intervening, if necessary."

A joint statement from CMA CGM and Maersk Line, released this morning, explained that under European antitrust laws, the 2.6m teu capacity network had been required to conduct a self-assessment of its compliance with competition regulations, which the EU commissioners had signed off.

The European green light for the P3 could be seen by shippers as a blow – the Global Shippers' Forum (GSF) had filed a complaint with the competition commission on behalf of members who feared the alliance's market dominance would eliminate effective competition.

The three P3 lines will control around 50% of the Asia-Europe market and 30% of the transpacific corridor.

The GSF said today it welcomed the EC's promise to "closely monitor" the way the market develops.

Secretary general Chris Welsh told *The Loadstar*: "The commission has listened very carefully to us.

It doesn't need to do anything unless it feels that there are grounds for it to do so.

"Effective monitoring of P3 compliance with EU competition rules is absolutely essential, in view of the unprecedented market power of the world's three largest lines that collectively represent a greater than 40% market share in the world's main liner trade.

"If there are any signs of a reduction in service quality or elimination in effective competition between the P3 lines – if there is a 'cigarette paper' between what they charge – and in the liner market generally, we would expect immediate action by the EC against the P3 lines, including the imposition of appropriate sanctions for competition abuses."

Mr Welsh also said shippers expected to share in any cost benefits the carriers would gain from the alliance.

"The P3 lines must now to step up to the plate and deliver on their promises of improved services and lower costs.

Shippers will expect to see a wider range of services and enhanced performance, including improved service reliability and on-time delivery.

"Above all, shippers expect to share in the benefits of more competitive freight rates through reduced costs."

The EC has the ability to investigate or suspend an alliance, and can fast-track legal proceedings and a ruling, he added.

Having already received the blessing of US regulators in March, the P3 negotiation bandwagon now focuses its attention on Asia, where the Chinese competition authorities are reported to be announcing their decision later this month.

Maersk Line chief trade and marketing officer Vincent Clerc said today: "We will now continue our close co-operation with competition and maritime authorities in, among others, China and South Korea to obtain their approvals."

However, other jurisdictions, such as South Korea, could still delay the commencement of the P3 which has set a revised autumn target start date.

According to analyst Alphaliner, Maersk has opened up a "significant earnings gap" on its peers.

It said that from an earnings scorecard for 17 main ocean carriers it surveyed in the first quarter of this year, the Danish carrier's operating margin at 6.4% was well ahead of the negative -2.6% across 16 other major carriers.

Combined with CMA CGM, but not including MSC which does not report, Alphaliner said the operating profits of the P3 partners accounted for 96% of those made by the entire liner shipping industry.

All their peers reported first-quarter 2014 losses, apart from Wan Hai and K Line, which recorded modest gains.

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

RAIL TRANSPORT

AGREEMENT ON TECHNICAL PILLAR OF EU RAILWAY PACKAGE

The European Transport Council reached a political agreement on the Technical Pillar of the Fourth Railway Package.

The Technical Pillar includes three proposals of a comprehensive package of measures to deliver better quality and more choice in railway services in Europe: interoperability and safety directives and a new set of rules for the European Railway Agency.

The Technical Pillar of the Fourth railway package addresses reforms that simplify procedures for manufacturers and railway undertakings bringing down rail operation costs.

The European Commission's objective is to cut the administrative costs of rail companies and facilitate the entrance of new operators into the market.

With these proposals, the European Rail Agency will become a "one stop shop" issuing EU wide vehicle authorisations for placing on the market as well as EU wide safety certificates for operators.

Currently rail vehicle authorisations and safety certificates are issued by each Member State.

These measures would allow a 20% reduction in the time to market for new railway undertakings and a 20% reduction of the costs and duration for the authorisation of rolling stock.

Overall, this should lead to a saving for companies of €500 million by 2025.

The Council will start the discussions on the Market Pillar of the Fourth Railway Package until a political agreement is reached.

Subsequently, the negotiations between the Council and the new European Parliament will start.

(from: rttnews.com, June 5th 2014)

ROAD TRANSPORT

MINISTERS REJECT MEGATRUCKS BUT STALL SAFER LORRY DESIGNS FOR 8 MORE YEARS

EU transport ministers decided today to delay changes to the weights and dimensions rules for lorry cabins, which would allow safer and more fuel efficient lorries to be produced.

Under Franco-Swedish pressure, ministers regrettably agreed to ban the introduction of safer and cleaner lorry cabs from Europe's roads for at least eight years.

In a more positive note, ministers rejected a proposal to allow megatrucks to cross borders.

Current rules on weights and dimensions of lorries indirectly restrict the length of cabins to 2.35m, which explains why European lorries have such blunt cabin fronts.

Longer and rounder cabins can save hundreds of lives and billions of litres of diesel per year.

The European Parliament previously voted to allow lorry makers to introduce safer lorries straight away, without forcing them to do so.

However, some lorry makers oppose changing the rules in case some manufacturers benefit more, and earlier than others.

Transport ministers decided to back lorry makers and block this enabling law for eight years: three years for the law to be transposed into national law and at least five years delay thereafter.

The European Parliament, Council and Commission will now have to find a compromise in so-called trilogue negotiations before the final law can be adopted.

William Todts, senior policy officer at Transport & Environment, said: "Allowing rounder lorry cabs will not only make Europe's roads safer, but cleaner too.

Extending today's ban on better cabs is a truly shameful decision because it puts the interests of a few manufacturers above those of everybody else.

In the upcoming trilogue negotiations, the Parliament must insist that better lorry cabs are allowed straight away."

Under the agreement, lorry makers would, in about eight years' time, be given more design space for the cab, allowing a more streamlined nose.

Some blind spots could also be eliminated while new design space could also provide for a crumple zone and make sure pedestrians and cyclists are not knocked underneath the wheels in a collision.

On the controversial issue of 'megatrucks', transport ministers rejected the Commission's proposal to allow the cross-border use of longer lorries.

A blocking minority of governments argued such an allowance could lead to a domino effect, where country after country would be pressured into accepting its neighbour's megatrucks.

Members of the European Parliament had previously demanded that the Commission properly assesses the impact of wider megatrucks use and report back to Parliament in 2016 before deciding.

"We need better, not bigger lorries.

Given the environmental and safety problems we already face with normal-sized lorries, allowing bigger and heavier lorries now would be absurd.

With Parliament and Council agreed on megatrucks, they can now focus on making normal lorries safer and cleaner," Todts concluded.

(from: transportenvironment.org, June 5th 2014)

INTERMODAL TRANSPORT

EUROTUNNEL CHIEF CALLS FOR EU MEDIATION ON MYFERRYLINK

Eurotunnel chief Jacques Gounon has called on the European Commission to help resolve the UK-French disagreement over the future of cross-Channel carrier MyFerryLink.

Gounon said he had contacted Competition commissioner Joaquín Almunia to urge him to intervene, even though he said it was not strictly speaking a "European" matter.

The Eurotunnel subsidiary is under threat after the UK's Competition and Markets Authority (CMA) last month provisionally confirmed an earlier decision by the Competition Commission that MyFerryLink be barred from operating a ferry service from Dover on fair competition grounds.

Since launching Dover-Calais ferry services in 2012, MyFerryLink has built up a cross-Channel market share for freight of around 10%.

Speaking on French TV business channel, BFM, Gounon said: "You have a situation where the British and French have totally opposed views."

But he said there was scope for Mr Alumnia to play a conciliatory role between the two parties.

"A gentleman's agreement must be found," Gounon said, highlighting the "human cost" - the loss of 600 jobs - if MyFerryLink is forced to close.

France's prime minister, Manuel Valls, is thought to have discussed MyFerryLink at a meeting with UK prime minister David Cameron late last week, making it clear that barring the company "was unacceptable for France".

But no information has emerged at this stage on the outcome of the talks.

The UK Competition regulator argues that if MyFerryLink stays on the Dover-Calais crossing it will ultimately lead to one of the two other operators, P&O and DFDS, going out of business on the route because of over-capacity and the squeeze on margins.

In stark contrast, Gounon, supported by the French authorities, points to net market growth on the route, allowing room for three ferry operators to co-exist.

The UK regulator is expected to render its final judgement later this month.

(from: lloydsloadinglist.com, June 11th 2014)

LOGISTICS

LOGISTICS PREPARES FOR AUGMENTED REALITY

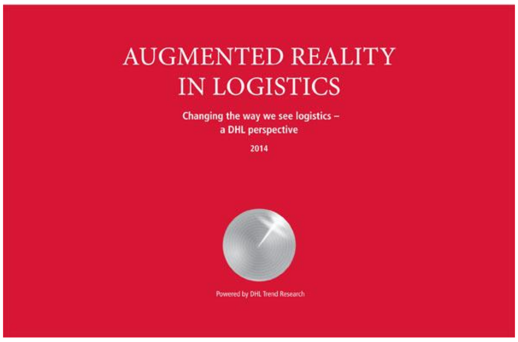
DHL has published a study on Augmented Reality in Logistics, focusing on possible applications of this emerging trend in the different stages of the supply chain.

The trend report illustrates how operations in warehouses, during transport and last-mile delivery, as well as value-added services, could be enhanced by computer-generated sensory input such as videos or graphics.

The report has been developed by DHL Customer Solutions & Innovation's Trend Research team as part of an on-going research project into Augmented Reality in Logistics.

DHL said it was planning to test some of the "derived use cases" in proof of concept studies.

Markus Kückelhaus, director for trend research at DHL Customer Solutions & Innovation, commented: "Recent headlines such as heads-up displays on windshields or use of Augmented Reality for vehicle repairs from the automotive sector show how rapidly this technology is developing and finding its way into industries outside of the IT sector.



"We believe that the technology also offers high potential for the logistics industry, and are currently selecting use cases for further research."

The trend report explains briefly the emerging trends and innovations in Augmented Reality technology and hardware and how it can be implemented in logistics.

It also provides an overview on best practices from various industries.

It presents 11 different possible applications for the logistics industry, including improved picking in warehouses; by equipping staff with head-mounted displays, they are expected to be able to find and pick items more efficiently.

The report also proposes ideas of how transport could be improved, for example by using delivery vehicles with "augmented windscreens" that can display real-time traffic data as well as other valuable information such as cargo temperature and alerts, minimising driver distraction.

Moreover, drivers and staff at a logistics of parcels hub could be equipped with wearable devices to gain critical information on each shipment, providing information on its contents, weight and destination – potentially improving loading processes and reducing handling damages.

DHL said it was is open to collaboration with partners to further research Augmented Reality applications in logistics operations.

The report is available online at www.dhl.com/augmentedreality.

(from: lloydsloadinglist.com, June 5th 2014)

LAW & REGULATION

CONTAINER WEIGHING DEBATE MOVES ON

While various trade bodies have congratulated IMO for adopting the amendment to SOLAS, both the IAPH and BIFA have made interesting statements in addition.

Earlier this month IMO's Maritime Safety Committee (MSC) approved the DSC's proposed amendment to SOLAS Regulation VI-2.

As previously discussed on many occasions in *WorldCargo News* and *worldcargonews online*, the new guidelines give shippers two methods to verify the weight of a container:

- weighing the entire loaded container using calibrated and certified equipment
- or weighing the individual packages, dunnage, etc and adding the tare mass to the sum of the single masses. (The "aggregation" method).

In both case, shippers must submit verified gross weight of containers before loading onto ships.

Without such documents, the relevant export containers will not be loaded or accepted into the port.

The amendment and its guidelines come into effect on July 1, 2016, after due adoption by MSC 94th session in November 2014.

Although there has been plenty of activity and discussion in the port equipment market regarding weighing containers inside the port, IAPH has gone beyond IMO's remit, which is purely pier-to-pier transport.

IAPH President Grant Gilfillan, the CEO of Sydney Ports Corporation stated: "Mis-declared or incorrectly declared container weights are one of the major causes of maritime container accidents in ship navigation, road transportation and terminal operation.

“There was only ever going to be one effective solution to this problem and that was to mandate that container weight verification occur at the point of origin, which is an issue requiring international regulation.

Within each national jurisdiction there will no doubt be different approaches taken to ensure weight verification.

In the interests of port operators, it will be the position of IAPH that weight verification should be completed before a container enters the port precinct.

Not to do so will continue to allow a significant risk to road users within the port and to terminal operators (stevedores) if they have to handle a container with unverified weight.

"Expecting a terminal operator to verify the weight as part of its handling process is not a complete solution, and the IAPH will be encouraging regulators within governments or port jurisdictions to seek solutions which verify container weights as close to the point of packing as is practical.”

Earlier, in the same vein, British forwarders' grouping BIFA stated: "We believe that the correct place to establish the weight of a loaded container is before the vehicle drives on the public highway."

The British government is going along with the aggregating method, but random checks will be made.

BIFA's director general Peter Quantrill added: "Everyone concerned should accept that if the aggregating method does not work, there is a real risk of mandatory weighing of fully loaded containers becoming the only method of establishing a unit’s weight."

And this poses a dilemma.

If port/inland terminal operators won't weigh loaded containers, who else has got the lifting equipment to do it?

For sure there are not enough weighbridges to do it.

Perhaps hauliers would have to carry portable weighing mats or install load cells in the chassis.

By opting out of weighing, port operators may not be doing hauliers in their own country any favours.

In fact, in ports in import-led container trades such as the UK and US, a good case can be made for installing weighing equipment on the spreader twistlocks of the STS cranes.

Containers are imported from all over the world and the importing country's jurisdiction has no control over whether a "verified" weight from the exporting country was correct or honest.

Hence the STS crane is the first chance to check it.

An irregularity could be moved from the quay directly to a "naughty" stack.

If you leave it to the yard equipment, the container will have to be rehandled out of the yard stack to the naughty stack.

It's only "too late" to weigh the container on the STS crane if it is a loaded export move.

When you have a 3 to 1 preponderance of loaded imports over loaded exports, weighing at the earliest possible point - discharge from the ship - may actually be the best solution.

(from: worldcargonews.com, May 28th 2014)

STUDIES & RESEARCH

SHIPPERS LOSING CONFIDENCE IN CHINA POTENTIAL

Business conditions in China are getting tougher and "a new sober reality is developing", according to the European Union Chamber of Commerce in China's Business Confidence Survey for 2014.

Observers believe the results of the survey, covering more than 550 European firms, will provide food for thought for the many European freight forwarders who have enjoyed strong business growth in China through accompanying their shipper customers to the Asian economic powerhouse, which has compensated for stagnant markets elsewhere throughout much of the past decade.

The sample was drawn from a broad range of business sectors, including manufacturers, retailers, and companies involved in transport, logistics and distribution.

The survey highlighted "an entrenched sense of pessimism, as persistent market challenges show little sign of abating.

In turn, many firms are setting more modest expectations for revenue and profitability growth and are scaling back their investment plans for the Chinese marketplace," said the survey's authors.

"However, implementation of meaningful reforms - in particular increased market access - would likely prompt a reversal of this trend," they added.

European companies still perceive themselves to be discriminated against in the Chinese marketplace, with members of the European Chamber estimated to be missing out on €21.3 billion in revenues in FY 2013 due to market-access and regulatory barriers.

The proportion of companies reporting year-on-year increased revenues continued to decline from 78% in FY 2010, 75% in FY 2011 and 62% in FY 2012 to just 59% in FY 2013, the survey revealed.

Some 63% of companies also failed to increase their profit margins in FY 2013.

"For the first time in the history of this survey, more companies noted that their Chinese profit margins were lower than their companies' global averages than vice versa," the survey report said.

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

ON THE CALENDAR

- 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.