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STUDIES & RESEARCH

May 31st 2014

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PORTS AND TERMINALS

PORT OF ANTWERP AGREES TO MSC TERMINAL TRANSFER AND PREPARES FOR P3 JULY LAUNCH

The world's three biggest container shipping lines will launch P3 Alliance operations in July, provided Chinese regulators approve their vessel sharing arrangement.

Reportedly, the Maersk Line, MSC and CMA CGM network will consist of 27 east-west service loops, have capacity of 2.6 million teu, and, depending on which presentation you read, deploy a fleet of 240, 252 or 255 vessels.

The three presentations nominated ports of call on the loops, but to date the terminals have yet to be advised – no doubt because the P3 members had, at the time (June 2013), still to agree the small print of the alliance, not least because of the carriers' contracts and vested interests in many of their current terminals.

Under the P3's proposal the port of Antwerp will receive four calls a week as a north-west European hub port – the only port apart from Willemshaven to gain from the respective combined AE, Lion etc, and FAL services of Maersk, MSC and CMA CGM.

MSC is by far Antwerp's biggest customer, processing more than 4.5 million teu in 2013, representing over 50% of the port's total container throughput, at the MSC Home Terminal, operated by the carrier's subsidiary Terminal Investment Ltd in conjunction with local Port of Singapore affiliate PSA Antwerp.

MSC Home is situated in the Delwaidedok area inside the Berendrect lock – the world's largest maritime lock.

However, since 2010, the facility has been stretched to its capacity limits, forcing MSC to divert cargo to other ports in the Hamburg-Le Havre range.

As a consequence, MSC told Antwerp last year that to enable further growth it needed to transfer its operations to the Deurganckdok – on the left bank of the river Scheldt and outside the locks.

It is understood that MSC's request was made before the announcement of the P3 agreement, which will inevitably further increase capacity requirements.

After consultation with stakeholders, the port authority board of directors voted its approval at an extraordinary meeting in Antwerp yesterday evening.

The significance of MSC to Antwerp and its hinterland cannot be underestimated, with the activities of the carrier said by the port to provide more than 10,600 jobs in the area, with the proposed expansion accounting for another 760 permanent jobs.

Senior analyst ports & terminals at shipping consultant Drewry, Neil Davidson, said it was "inevitable" that MSC/TIL would be allowed to move to the Deurganckdok, and "logical", as the PSA operator at the facility is its JV partner at MSC Home.

He said: "What will be interesting to see will be the knock-on effects on customers of both of the existing Deurganckdok terminals (PSA and DPW).

"While it sounds like the MSC move to Deurgancdok will involve capacity expansion, there will surely be some movement of customers between terminals, and possibly to the old MSC terminal at the Delwaide Dock.

Given how costly container port capacity is, it seems unlikely that the port authority will want to see 4.5 million teu of capacity at the Delwaide Dock be used for other cargo, so some lines/alliances might be encouraged to move there.

"At the end of the day, it's still an excellent facility with deep water."

According to Mr Davidson the news raised two further interesting points.

“First, even though Antwerp is a port with a long river passage and navigational restrictions for large vessels, it is still proving popular because, ultimately, cargo is king and Antwerp remains a very large cargo generation port – up-river ports are still very much in the game if they have the cargo.

“Second, the growth of ship sizes and alliances is creating demand for fewer, larger terminals in ports, but many ports have fragmented capacity (both physically and in terms of ownership).

There is a huge challenge faced by many ports to consolidate capacity (or facilitate its consolidation).

Antwerp is one example of this and there will be others I’m sure.”

In a statement Antwerp said “if all goes to plan”, the move by MSC to its new facility should be complete by the end of 2015.

In the interim “measures will be taken to preserve mobility” – the smooth flow of traffic – and that would include greater use of barging, which currently represents around 36% of the modal split, somewhat less than its Benelux super-port rival Rotterdam, which is nearer to 50%.

(from: theloadstar.co.uk, May 13th 2014)

MARITIME TRANSPORT

OCEAN CARRIERS SAIL DEEPER INTO THE RED, PINNING HOPES ON RATE HIKES NEXT MONTH

From APL to Zim – for most ocean carriers that have reported, the first quarter of 2014 has been a financial disaster, with more than $1bn of red ink spilled so far in what appears to be yet another race to the bottom for container liner shipping.

There are exceptions, of course: Taiwan's niche carrier Wan Hai turned a profit of $22m and the P3 network members, notably Maersk Line, will have operated in the black in the quarter.

However, despite Maersk, MSC and CMA CGM's economy of scale advantage over rivals, even they cannot be comfortable with the freight rate carnage that has now spread to most of the world's tradelanes, thanks to the unwarranted cascading of bigger ships.

As was evidenced by NOL's detailed Q1 2014 report, growth is there, utilisation levels are good and costs are being pared.

Its subsidiary, APL, saw volumes improve 2% year-on-year; its utilisation levels were optimal at 95% and it cut the cost of sales per feu by $120, versus the same period of last year.

But on the other side of the coin, revenue declined by 4% as a consequence of its average rate dropping by 6% – hence the overall trading loss.

APL's malaise was repeated in the financial interims of its peers, and even the big P3 carriers cannot have been spared some impact to their bottom lines.

Indeed, the current obsession by ocean carriers to reduce unit costs by introducing bigger and bigger ships, while seemingly ignoring the root cause of freight rate volatility, excess capacity, should be discouraged, according to the industry’s highly respected Hackett Associates president and founder, Ben Hackett.

“Cost reduction can only go so far to alleviate this problem and, in fact, newbuildings of 18,000teu create further excess capacity as the fleet being replaced is, in the eyes of their owners, too young to be scrapped ,” said Mr Hackett.

He believed the managements of liner shipping had a “poor sense of economics” and a “total lack of understanding of supply-demand curves”.

“We should not encourage their hedonistic drive to build ever-larger ships,” said Mr Hackett, suggesting carriers should be encouraged “to come to grips with their past mistakes”.

Sound advice that seems to be falling on deaf ears, as it is “business as usual” on Asia-north Europe spot rates, according to Richard Ward at FIS Container Derivatives in the firm’s weekly commentary.

He said: “Despite the recent hike in rates on Asia to north Europe, last week’s reported [price] undercutting from carriers is now being reflected in the SCFI [Shanghai Containerised Freight Index].

Rates on the key route declined $114 to $1,287 per teu, whilst the WCI [World Container Index] showed a similar level this week of $2,570 per feu.”

He added: “Unsurprisingly, all the major carriers have now made GRI announcements for June, with the vast majority aiming for a June 1 implementation date.

“However, the scheduled increase range, from $300 to $940 per teu, suggests that higher increases will struggle to be fully implemented.”

(from: theloadstar.co.uk, May 16th 2014)

RAIL TRANSPORT

GEFCO LAUNCHES CHINA- EUROPE RAIL FREIGHT SERVICE

French automotive and industrial logistics specialist Gefco has launched an inter-continental 'door-to-door 'rail freight service linking China and Europe.

Operating on a non-scheduled basis at present, it offers the possibility for ocean freight collected from major ports in China and overland cargo to be loaded directly on to trains and shipped to countries such as Kazakhstan, the Kyrgyz Republic, Tajikistan, Uzbekistan, Turkmenistan, Russia, Ukraine, Belarus, Poland, Germany and Hungary via Alashankou and Manzhouli in Chinese-controlled areas of Mongolia.

“More and more Chinese companies are looking at opportunities in overseas markets and one of our key strategies in China is to support our local clients for their global expansion,” says Gefco China’s managing director, Andrea Ambrogio.

Gefco emphasises that customers can take advantage of lead-time savings of over 50% compared to ocean freight.

In general, it takes 18-28 days from China to Europe by rail, compared to 45-60 days by sea.

Gefco, which became part of the Russian Railways group (RZD) in 2012, backs up the new trans-border rail route with a “reliable, efficient and seamless Customs service across Russia” based on the company’s “outstanding” Customs and VAT expertise.

Highlighting the significant reductions in transit times offered by the rail service over ocean freight, Gefco China’s overseas business development director, Michael Zhang, said it used to take 60 days for one of the company’s clients - a leading Chinese automotive manufacturer - to transport spare parts from the nort-east Chinese city of Harbin to Cherkessk, in Russia, by ocean, “while it only needs 23 days in total by using our rail transportation solution.”

Gefco also supports one international consumer goods company to transport cargo from the Chinese port of Dalian to Hamburg via Manzhouli "in only 26 days," Zhang added.

On arriving in Hamburg, the cargo can be shipped directly to its final destination in the UK.

In order to reduce the gap between rates on the rail freight service and those for ocean shipping, Gefco is working on solutions to develop backflow traffic from Europe to China as currently trains often return empty.

However, the company believes that, as trade gathers momentum, more products from Europe, especially high value goods such as automobiles and electronics, will be exported to China by rail in the coming years.

(from: lloydsloadinglist.com, May 23rd 2014)

INTERMODAL TRANSPORT

HAULIERS BELIEVE POOR CONTAINER STOWAGE A GREATER THREAT THAN MISDECLARED WEIGHT

According to a leading UK haulier overweight containers are "not necessarily the biggest issue" in the intermodal supply chain: the danger from poor stowage is in its opinion a greater threat to safety in the supply chain.

Speaking at the recent Multimodal event at the NEC, Birmingham, Andrew McNab, marketing director for Maritime Transport, highlighted the daily problems faced by drivers from transporting badly loaded boxes on the roads to and from the ports.

Indeed, with the International Maritime Organization's draft amendments to SOLAS chapter V1, requiring the mandatory verification of container weights prior to shipment, passing through the final stages of approval and expected to be enforced by 2016, attention is now turning to the inherent problem of container stowage.

According to Mr McNab, Maritime Transport operates a fleet of 1,000 trucks out of 16 sites in the UK and handles over 10,000 container moves a week, thus it can comment with some authority on the issues.

Maritime is not complacent about the problem of overweight containers and if drivers have any doubts they are encouraged to visit the weighbridge and are authorised to refuse to load at a port or a shipper's yard if they have real concerns.

The real problem for hauliers, Mr McNab told the conference seminar, is an overweight axle caused by a poor load distribution of the container.

He said that especially with regard to import containers, that "90% of the time we don't know what we're carrying and we have no idea how the load has been packed or the weight has been distributed".

This doesn't mean that "exports are good and imports are bad", he told his audience.

"We have also seen some shocking packing by UK exporters which has caused some serious accidents."

Mr McNab gave an example of a driver collecting a box from a container terminal and the early signs of an overweight or badly stowed container.

He said: "You have from the point you picked up the container to the terminal gate to test this load.

Half a mile, if you're lucky.

First, you test your brakes – you get a lot of early information about the behaviour of a load when you brake."

Thereafter, said Mr McNab, it was down to the "feeling" in the driver's hands, feet and seat to judge if there was a problem with the box.

He said one rollover incident had occurred just 600 yards from a dock gate, and the cause was found to be that the shipper had packed heavier cargo on top of light cargo in the container, rendering the load totally unstable.

Other examples of cargo shifting due to a lack of dunnage were among many other incidents given by the executive.

At the same seminar, Peregrine Storrs-Fox, risk management director for maritime insurer the TT Club, said two-thirds of cargo claims could be attributed to poor container packing or misdeclaration of weight.

The TT Club has long warned of the consequences of unsafe and badly secured cargo in containers leading in many cases to serious injury and even death.

It says that increased levels of training to maintain and improve the expertise of all those employed to pack containers "is now essential".

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

TRANSPORT & ENVIRONMENT

'LNG BLUE CORRIDORS' PROJECT UNDERWAY

The Natural and bio Gas Vehicle Association (NGVA) is one of the key partners in a European Commission (EC)-backed project - 'LNG Blue Corridors' - which "aims to improve knowledge and awareness of Liquefied Natural Gas (LNG) as an alternative fuel for medium and long distance road transport."

The EC is contributing almost €8 million to the project which is attracting total funding of over €14 million.

It focuses on the roll-out and demonstration of four LNG Blue Corridors connecting 11 European countries by road.

This will include building 14 LNG or L-CNG (Compressed Natural Gas) stations and developing a fleet of about 100 LNG Heavy Duty Vehicles which will operate along the corridors, NGVA explains.

By March 2014, five out of the 14 locations for new refuelling stations had been specified and at the end of last month NGVA Europe member, Eni, was set to inaugurate the first station in Piacenza, in Italy, covering the project's Mediterranean Corridor.

Eni's facility provides both LNG and CNG.

Last month, the European Parliament gave its final approval to new rules to ensure the build-up of infrastructure for alternative fuels across Europe and the development of common technological specifications, including CNG and LNG refuelling points.

The next stage in the roll-out is for additional stations to opened in Belgium (Kallo, near Antwerp) and Örebro, in Sweden.

There are also plans to open stations in Lisbon and Malaga, in Spain too with the location of the remaining ones to be confirmed soon.

LNG Blue Corridors has co-funded the first two LNG heavy duty vehicles, the property of association member Transportes Monfort, based in Castellón, in Spain.

Operators interested in participating in the project will receive up to €14,000 per eligible truck.

Vehicles must have been purchased or leased after 1 May 2013 to qualify.

(from: lloydsloadinglist.com, May 14th 2014)

INTERNATIONAL TRADE

CHINA, EU SIGN MUTUAL RECOGNITION AGREEMENT TO STRENGTHEN CUSTOMS COOPERATION

China and the EU signed three agreements in an attempt to step up customs cooperation at the 7th Joint Customs Cooperation Committee (JCCC) meeting in Beijing on May 16, 2014.

The first is the China-EU Authorized Economic Operators Mutual Recognition Agreement.

Under the agreement, the EU and China commit to recognizing each other's certified safe traders.

European Commissioner Algirdas Semeta said, “Everyone is a winner with this customs agreement”.

He said that the agreement is fully in the spirit of trade facilitation and growth by making customs procedures easier, cheaper and faster for trusted operators and by improving China-EU business environment and accelerating trade.

Semeta believed citizens will also benefit from greater protection as customs can focus more resources on where the real risks lie.

The second agreement is a new Strategic Framework for Customs Cooperation for the 2014-2017, which defines priorities and objectives for China-EU collaboration in this field.

Key areas of focus for the coming years will be trade facilitation, supply chain security and fighting counterfeit and illicit trade.

An important new priority is a joint approach to tackling illegal waste shipments, thereby tackling an area of high concern for both sides and supporting important environmental objectives.

Another agreement is the China-EU IPR Customs Enforcement Action Plan 2014-2017, which aims to improve the clamp-down on counterfeit goods by intensifying EU-China cooperation, communication and coordination in this field.

The JCCC meeting was co-chaired by minister of the General Administration of Customs Yu Guangzhou and the European Commissioner for Taxation, Customs, Statistics, Audit and Anti-Fraud Algirdas Semeta.

According to the European Commission, China is the EU's biggest source of imports and has also become one of the EU's fastest growing export markets.

China and Europe now trade well over €1 billion a day.

(from: theloadstar.co.uk/peopleday.com.cn, May 19th 2014)

LOGISTICS

DEUTSCHE POST PROFIT CURBED BY CHEAPER SHIPPING, CURRENCY SWINGS

Deutsche Post unveiled a lower-than-expected increase in first-quarter operating profit, as its DHL unit was hurt by customers swapping to cheaper shipping deliveries and by currency swings in emerging markets where it has a big presence.

Overall, freight volumes rose thanks to a recovery of the European and U.S. economies, but operating profit missed analyst estimates of 745 million and came in up 2.3 percent at 726 million euros ($995.38 million).

The world No. 1 postal and logistics group said revenue was up 1.2 percent to 13.569 billion euros, below the 13,605 billion average estimate in a Reuters poll.

It took a 461 million euro hit from swings in currencies in parts of Asia and Russia resulting from slowing economies and political turmoil.

Shares fell 3.5 percent by mid-morning, making it the biggest decliners on Frankfurt's blue chip board.

Dutch rival TNT Express, which leads the intra-Europe express market, reported profit recovery in core European segments as well as Asia, Middle East & Africa, but also said revenues fell - by 6.6 percent in the first quarter - owing to the impact of foreign exchange moves.

Chief Finance Officer Larry Rosen told reporters Deutsche Post was sticking to its 2014 forecast for higher earnings, banking on "good" growth at DHL - comprising Express, Global Forwarding and Supply Chain divisions - despite a 1 percent decline in quarterly operating profit to 408 million euros.

Operating profit at the Express unit rose 14.1 percent to 275 million euros, as deliveries of documents and parcels within a 24-hour-period rose in Asia-Pacific, the Americas and Europe.

Forwarding stumbles

Global Forwarding operating profit declined by about 45 percent to 48 million euros due to weaker currencies against the euro and lower prices.

Forwarders buy cargo space from airlines, shippers and truckers and bundle shipments for customers, such as carmakers, high-tech firms and agriculture firms.

Deutsche Post said reduced freight capacities among airlines had put pressure on rates.

Air freight volumes were flat but ocean freight volumes rose 4.7 percent largely on new business, with exports from Europe stable and demand on the north-south routes increasing amidst stable rates.

It said spot market rates were declining on the east-west trade lanes, echoing comments from Swiss rival Kuehne and Nagel whose executives told analysts last month that while rates for the North Atlantic trade lanes were rising, the Latin America and Far East bound lanes were weaker.

Analyst Stephen Furlong of Davy Research said volumes in air freight had some improvement toward the end of the quarter, but demand in the technology, engineering and manufacturing sectors was weak.

He noted also that Supply Chain, which saw a 1.2 percent rise in operating profit, had benefited from strong gains in emerging markets as well as in the life sciences, healthcare and automotive sectors.

Deutsche Post said it continued to expect an EBIT increase to between 2.9 billion euros and 3.1 billion this year compared with 2.862 billion last year.

(from: theloadstar.co.uk/reuters.com, May 15th 2014)

LAW & REGULATION

UN AGENCY OKAYS STEPS TO MANDATORY BOX WEIGH-INS OVER SHIPPER OPPOSITION

A committee of the UN's International Maritime Organisation (IMO) has approved changes to the Safety of Life at Sea (SOLAS) convention that will require verification of container weights before loading.

The regulation by the Maritime Safety Committee to make container weighing obligatory has been welcomed by shipowners and shipmanagers.

But the European Shippers Council (ESC) last September said the "debate seems to be finalised before it began.

With the [lack] of shippers' authorised representatives in the IMO, no voices were raised against the measure, even though big industrial interests had opposed the measures."

The Global Shippers Forum (GSF), shortly after an earlier the demand for mandatory verification was announced last September, declared the IMO had made the "right decision".

But the Asian Shippers Council, which also opposes the compulsory weigh-ins, withdrew from the GSF, of which it was a founding member, said it was not representative of shippers' interests.

The draft rules were approved despite opposition, the European and international freight forwarders associations (FIATA and CLECAT) as well as the European representation of maritime terminals and stevedores (FEPORT), said the proposal was based on insufficient evidence and would make little difference to ship operations.

The decision comes in the wake a string of high-profile accidents at sea caused in part by cargo misdeclarations in manifest information, a problem that came to light with the grounding of the MSC Napoli in 2007.

The approved changes to the convention will enter into force in July 2016, following final adoption by the committee in November 2014, reported Lloyd's List.

To assist supply-chain participants' and SOLAS contracting governments' implementation of the container weight verification requirement, the safety committee also issued an MSC Circular with guidelines.

UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE

A statement from the World Shipping Council, a group representing owners and ship managers, said misdeclared container weights "have been a long-standing problem for the transportation industry and for governments as they present safety hazards for ships, their crews, and other cargo on board, workers in the port facilities handling containers, and on roads."

The committee also approved a new Code of Practice for the safe packing, handling and transport of cargo transport units (CTU), including intermodal shipping containers.

The new CTU Code will replace the IMO/ILO/UNECE Guidelines for the packing of CTU.

It has already been approved by the United Nations Economic Commission in Europe, and will now proceed to the International Labour Organisation for approval.

(from: seanews.com.tr, May 20th 2014)

PROGRESS & TECHNOLOGY

LNG FOR CONTAINERSHIPS

Finnish short sea operator Containerships is to take delivery of two dual-fired LNG/IFO 1400 TEU ships during 2016, with an option for two more later.

The ships have been ordered from an unspecified shipyard, by GNS Shipping/Nordic Hamburg, which will own and manage the ships technically on the back of a long term charter commitment by Containerships.

Arkon Shipping will be the commercial manager and charter broker.

No route has been specified, but it is almost certain the ships will be deployed on Containerships' Baltic/North Sea services within the SECA area rather than its intra-Med operations.

Containerships claims it will be the first shortsea container operator in Europe to run ships on LNG.

Kari-Pekka Laaksonen, CEO, noted that the decision to invest in the dual-fuel engine technology is fully in line with the company's long-term strategy.

"We are a short-sea operator that is in it for the long haul - and these state-of-the art ships are just one part of our long-term strategy.

In addition to offering the most ecologically sustainable solution, the intake capacity of these ships will allow us to keep meeting growing customer demand."

The vessels will be able to accommodate up to 639 45ft containers, equivalent to 1400 TEU, including 300 reefer containers.

Not only the main engine but also the generators will use dual-fuel technology, thus allowing for an eco-friendly way to generate the electricity needed to run the ships and power the refrigerated containers in port.

Containerships retrofitted a scrubbing system on one of its vessels, which has reportedly not fulfilled all initial expectations.

While it could have persevered with this technology for new tonnage, the growing number of LNG bunkering stations in the Baltic and Northern Europe makes dual fuel operation far more practical.

It is envisaged the ships will operate predominately on LNG with the fuel oil option employed as back-up.

According to a recent survey, most shipping lines operating in the SECA area will use gas oil when the SECA regulations come into force, but industry studies indicate that in view of the significantly higher cost of this ultra low sulphur fuel oil, over time investments in LNG technology or scrubber technology will predominate.

Much will depend on the age of the ships.

While scrubber systems can be retrofitted, they require a 5 year-plus payback period.

On the other hand, LNG burning requires re-engining and is thus really cost-effective only for newbuildings.

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

STUDIES & RESEARCH

RAILFREIGHT STILL HAS A LONG WAY TO GO?

A new study by KPMG showing the multimillion-pound savings of using railfreight is welcome news, but is only the start of the journey, says one transport expert.

The figures, released in a study by KPMG and backed by the Rail Delivery Group, show that using railfreight to transport goods is saving businesses £2.7m per day, with an additional £500m per year of economic, environmental and social benefits.

However, some 90% of tonne miles transported in Britain still happens on the road, warns Nick Radcliffe, managing director of FreightArranger.

Radcliffe said: "The results of the study are very encouraging, and it is important that this is viewed as a platform to encourage growth in the rail sector, rather than a reached goal where we can all pat ourselves on the back.

We need to increase awareness of the benefits of rail, and this report can be key to that."

FreightArranger offers a revolutionary new system which is making logistics more efficient by making the most of both road and rail by organising transport via a web-based system.

Radcliffe added: "Now is a crucial time for Britain's economy and a fantastic opportunity for the rail industry - one we can't afford to let pass us by.

As the country has now put the recession firmly behind it, economic growth and transport movement are joined at the hip.

We need to make sure that rail freight grows faster than overall economic growth, or we will see rising congestion on the road network which will add billions of pounds to the cost of doing business in UK and waste the benefit of the growth."

Radcliffe added that there is still important work to be done to facilitate the growth of railfreight: "Enabling measures include the removal of key pinch points on the rail network, electrification and continuation of gauge enhancement.

It is also vital that more rail freight terminals and rail-connected warehouses are opened to provide a fuller service across the UK.

More terminals will enable greater amounts of domestic intermodal rail freight as well as deep sea flows.

Some parts of the country are not well-served."

(from: lloydsloadinglist.com, May 21st 2014)

ON THE CALENDAR

- 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.