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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

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PORTS AND TERMINALS

HAMBURG EXPECTS COURT TO APPROVE DREDGING AFTER YEARS OF DELAY

Hamburg expects a court to clear the path for dredging the navigation channel in the river Elbe in September, allowing for a rise in cargo volumes at Europe's second-biggest container port after years of delay.

The city believes it will overcome a lawsuit from environmental groups NABU and BUND at hearings at Germany's highest administrative court in Leipzig starting July 15, Hamburg city Economy Minister Frank Horch said in an interview.

"The European Commission has already approved the adjustment of the navigation channel following a diligent examination of the project," Horch said.

"That makes us hopeful that the court acknowledges these very extensive and precise considerations of all environmental standards."

Hamburg, located about 130 kilometers (81 miles) upstream from the North Sea, says deepening and widening the channel is necessary because ultra-large vessels can't leave and enter its port fully loaded and face tide restrictions.

The global fleet of container ships that can carry 14,000 standard boxes or more is forecast to triple by the end of 2016 with the biggest carrying more than 18,000, according to the June Global Port Tracker report.

Hamburger Hafen & Logistik AG, (HHFA) the handler of three in four containers at the port, currently needs extra staff and equipment to deal with peak traffic.

Dredging would provide more time to handle containers and increase ship utilization, HHLA said on June 19.

Volumes may rise, while HHLA may increase terminal prices, Christian Cohrs, an analyst at M.M. Warburg, said in a July 4 note.

Hamburg, once a member of the Hanseatic League, has repeatedly adjusted the Elbe's passage since medieval times.

The planning for the current project, which calls for a deepening of the navigation channel by about 1 meter as well as a widening in some sections to allow large vessels to pass each other, started in 2007.

The plans have been held up for about five years amid environmental and safety concerns before a court blocked the start of the dredging in 2012, adding to the risk that cargo is diverted to deeper competing harbors such as Rotterdam.

"This dredging project would have a lasting effect, as I am convinced that the growth of vessels sizes has come to an end," said Horch.

About two-thirds of containers handled in Hamburg are carried by ships with a draft deeper than 12.5 meters, according to the UVHH association of port businesses.

(from: businessweek.com, July 14th 2014)

MARITIME TRANSPORT

DREWRY: CARRIER ALLIANCES NECESSARY TO CUT COSTS AND IMPROVE SERVICE

Despite China's rejection of the P3 Alliance, container line consortiums will continue to grow in importance, according to the latest issue of Container Insight from the analysts at Drewry Maritime Research.

The article notes the formation of 2M, the newest vessel sharing agreement between Maersk Line and MSC, is only the beginning of what it calls the latest round of mega-alliance negotiations.

Drewry reports that Evergreen and the CKYH alliance (Cosco, K Line, Yang Ming and Hanjin Shipping) are still talking to the U.S. Federal Maritime Commission about extending their Asia-Europe operating agreement to include the U.S., and CMA CGM has yet to announce its new partners, which industry experts speculate will likely be China Shipping Container Lines and United Arab Shipping Company.

Container carrier partnerships handle the majority of East-West container trades, the article states, and less cohesive vessel-sharing agreements take care of a big slice of the North-South routes.

As ships get bigger, so will the cooperation agreements in order to create economies of scale, it said.

The EU's recent decision to extend its regulation on ocean carrier consortiums for another five years to 2020 is good news for alliances, according to the publication.

The rule basically frees consortia members from anti-trust considerations as long as the combined market share is 30 percent or less.

The article notes that market share, generally measured in terms of cargo carried, can get tricky when trying to review the scope of the trade lane and the different ways it can be served.

Drewry says it regularly monitors consortia market shares in a wide variety of trade lanes after taking into account estimated space allocated to wayport and out-of-scope cargo, but before considering slot charters/swaps with other lines, coming up with a useful, but not "strictly accurate" guideline.

For example, using this guideline, Drewry calculates that using data from May 2014, the new Maersk-MSC relationship would be operating with a 35.4 percent market share of effective vessel capacity on the Asia-Europe trades.

Drewry concludes that the new alliances are needed, since the shipping industry as a whole desperately needs to cut costs and improve service frequency, and nothing else short of mergers can accomplish that.

(from: cargobusinessnews.com, July 22nd 2014)

RAIL TRANSPORT

ERFA ANXIOUS ABOUT "REMONOPOLISATION" TRENDS

The European Rail Freight Association has questioned whether new rail operators can survive in a protectionist environment.

New entrant rail operators, represented by ERFA, "are worried about the remonopolisation tendency in the railway market," according to a statement by ERFA.

The 4th Railway Package, proposed by the European Commission, intends to establish a level playing-field, but ERFA says that its members, which represent 70 railway undertakings accounting for 15,000 direct jobs, are increasingly "facing discrimination due to unfair market conditions.

Today, the development of a sustainable railway system is held back by monopolistic rail operators intent on maintaining their own dominant position.

The barriers and discriminatory practices faced by ERFA members across Europe kill off much-needed dynamism, innovation and creativity in the rail sector.

The barriers also undermine the wider interest of boosting growth and jobs across Europe.

The smaller rail transport operators need adequate conditions where they are not squeezed out and hindered by the incumbent rail operators.

ERFA refuses to believe that domination by a handful of very powerful railway operators will benefit customers, passengers or the environment."

ERFA supports the European Commission proposals of so-called Chinese walls guaranteeing transparent financial flows within holding structures, whereby the infrastructure owner and incumbent railway undertakings are under the same ownership.

As long as a financial stake exists between the infrastructure manager and the incumbent railway undertaking, the infrastructure manager will continue to have an interest in awarding privileged treatment to the incumbent railway undertakings to the detriment of the other rail users and the whole rail system.

ERFA believes that the entity responsible for the management of the tracks should not have an interest in undermining or blocking other rail users, with which it has no direct financial ties.

"This type of treatment is unjustified and is sadly experienced by ERFA members across Europe, jeopardising the very existence of new entrants, deterring investment and going against all serious attempts to promote rail growth."

(from: worldcargonews.com, July 20th 2014)

ROAD TRANSPORT

HAULIER OUTCRY OVER FRENCH TRUCK LAW

International road freight operators and union representatives have hit out against a "protectionist" new law in France preventing truck drivers sleeping in their cabs during rest times, claiming it was not thought through and has security, cost, and competition implications.

In a bid to improve compliance with labour legislation in the road haulage sector, particularly non-compliance or "dumping" regarding working-hours restrictions, France has introduced a law prohibiting drivers from sleeping in their vehicles during designated weekly rest periods, something that had been allowed under EU regulation 561/2006.

Failure to comply could lead to a year's imprisonment and a fine of €30,000.

Earlier this summer, Belgium also modified its legislation by imposing penalties on drivers for the same infringement, although the maximum fine is much lower at €1,800.

The International Road Transport Union (IRU) has described the moves as "worrying national protectionist measures" and called on the EU and member states to act.

IRU general delegate to the EU, Michael Nielsen, said: "As EU legislation is unclear on weekly rest time in vehicle cabins and the fact that the EU does not consider it to be a serious infringement, these announced penalties are completely unacceptable."

That the enforcers themselves "do not even know the exact conditions related to the enforcement of these new laws, simply means that legal uncertainty in the EU has once again prevailed", he added.

One road haulage firm who requested anonymity told *Lloyd's Loading List.com* that France had adopted a protectionist stance, with this change in the law reflecting French suspicions that it is mainly foreign drivers working hours that are well beyond the legal limit.

“The people who drew up this law did not spend a second thinking about how it might affect foreign truck drivers,” the source commented.

Observers said that while some French drivers may well sleep in the cab while in France, for example at weekends, the vast majority of domestic hauliers will return their vehicle to a company depot at weekends - whereas foreign drivers do not have this option.

Another said that the lawmakers in question “had no idea of how the road haulage sector worked” in having to cope with daily uncertainties such as customers premises which are not open to take deliveries when a truck pulls up, traffic jams and road diversions.

“On top of that, separating a driver from his truck raises a fundamental security issue.

For want of dedicated parking facilities for trucks at hotels, a driver might have to walk some distance to find accommodation, returning the next morning to the vehicle [to find] no freight nor diesel.”

(from: lloydsloadinglist.com, July 22nd 2014)

INLAND RIVER TRANSPORT

BOX CONGESTION IN EUROPE CREATES SURCHARGES

Container barge operator Contargo and feeder operator Team Lines are introducing surcharges for their Rotterdam services as the port continues to suffer from congestion.

Contargo said that since mid-April its barge fleet had experienced increasingly long waiting times at the port, with processing times of 50-90 hours not unusual.

Overall, processing times had increased by one third overall since April, it said.

As a result of the congestion, it will introduce a €15 ($20.20) per box charge for scheduled barge departures from August 1.

"The surcharge will initially apply in the month of August only," Contargo said.

"[It] will be used to cover additional costs such as unloading at other terminals, trucking within the seaport, reduction of percentage capacity load of the existing fleet as well as the chartering of additional tonnage."

Contargo is encouraging customers to book as early as possible to help with planning.

It also warned that signs of bottlenecks are appearing in Antwerp as well, in line with the holiday season.

Team Lines said it would introduce a Rotterdam surcharge of €75 per teu for all vessels arriving and departing from ECT Delta and ECT Euromax terminals to get compensation for the extra costs incurred because of the congestion.

In June, sister publication *Lloyd's List* reported that Rotterdam was suffering from congestion while upgrades were being carried out at ECT's Delta Terminal, with five new quay cranes added.

Meanwhile, Team Lines said earlier this month that it is facing congestions issues at HHLA's Container Terminal Burchardkai in Hamburg.

It was forced to discharge containers at alternative Hamburg terminals, it said.

In response, HHLA today announced that it would create an additional 50 jobs at CTB.

This follows the 100 extra jobs it created at CTB and Container Terminal Altenwerder last year, some of whom are still in training.

HHLA blamed the congestion on larger vessels resulting in more intensive peak periods.

Chief human resources officer Heinz Brandt said: "The constantly increases in peak loads place serious operational demands on logistics companies and mean significant strain for the staff members.

"Our employees have met these challenges head on in the past and remained highly professional.

The HHLA executive board rebuts all of the talk about go-slows or absenteeism because of the World Cup."

HHLA said 63 ocean-going vessels were handled at CTB with more than 3,000 movements per vessel in the first half of 2014, compared to 29 vessels in the first half of 2008.

At the same time, the number of maximum movements per vessel of 3,922 containers in the first half of 2008 went up to 6,449 boxes in the first half of 2014.

(from: lloydsloadinglist.com, July 28th 2014)

TRANSPORT & ENVIRONMENT

MAERSK UNVEILS LOW-SULPHUR SURCHARGE, BUT CUSTOMERS OF OTHER CARRIERS MUST WAIT

Maersk Line is preparing customers for a low-sulphur fuel surcharge of up to $150 per 40ft container after January 1, when stricter ship emission regulations are enforced in the emission control areas (ECAs) of Europe and the US.

However, with less than six months until the deadline, most other major ocean carriers trading within ECA zones seem unprepared for a big hike in their fuel bills.

It appears that only Maersk and Germany's Hapag-Lloyd have announced an intention to recover the extra cost of the low-sulphur fuel – currently at $900 per tonne it is around 50% more expensive than heavy fuel oil.

Maersk Line estimates that it will purchase 650,000 tonnes of low-sulphur marine gas oil (LSMGO) a year for its fleet, equal to 7% of its annual bunker fuel requirement, at an additional cost of around $250m.

Hapag-Lloyd says it faces a similar bill.

However, unlike Maersk, Hapag-Lloyd has not indicated the level of its ECA surcharge, telling its customers they will be informed in a "timely manner".

But carriers do not have a good track record of explaining surcharges to customers, and the timing of announcement and implementation can also cause confusion and irritation.

In fact, in regard to general rate increases, several thousand dollars of GRIs announced this year have been eroded within weeks of their implementation dates, thereby denting carriers' credibility.

And there is another problem for the embattled carriers hoping to recover the extra cost of the low-sulphur fuel – shippers will point to the already considerable fuel savings that container lines have achieved as a result of slow- and super-slow-steaming.

The major argument from shippers on slow-steaming is that it is done without any form of consultation with the customer, leaving shippers to build expensive bigger inventories to compensate for much longer transit times.

Interestingly, feeder ships transhipping export and import cargo at hub ports in the Channel, North Sea and Baltic Sea must burn the 0.1% sulphur content fuel from next year, while feeders operating in the Irish Sea and serving ports on the UK's west coast and won't be subject to the tougher regulations whilst operating at those ports, but will be subject to the sulphur restrictions when they return to the ECAs.

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

LEASING

CMA CGM CONTINUES TO UNDERPIN GLOBAL SHIP LEASE PERFORMANCE

UK-based containership owner Global Ship Lease (GSL) has revealed it has contracted revenue of $900m in long-term charters on 15 of its fleet of 17 ships with French carrier CMA CGM, which it said “substantially insulated it from market instability”.

The New York Stock Exchange-listed company, which is 45% owned by CMA CGM and since May this year has two CMA CGM executives sitting on its board of directors.

During its second quarter interim teleconference yesterday GSL chief executive Ian Webber said container freight markets “remained volatile” and noted that carriers’ success in implementing general rate increases across global trade lanes had been “short-lived”.

“CMA CGM”, said Mr Webber, “continued to deliver results towards the top of its industry”, but he did not speculate on the carrier’s future plans in the aftermath of the Chinese veto of the proposed P3 alliance with Maersk Line and MSC, and thereafter its exclusion from the diluted 2M alliance proposal made by the two container lines.

The 15 vessels that GSL have on charter to CMA CGM have an average time charter remaining of 7.3 years, albeit that in the case of four geared 2,200teu ships these were recently extended at a reduced daily hire.

Moreover, two 17-year-old 4,113teu Panamax ships that were off-hired by CMA CGM at the beginning of the year have now been fixed, respectively from

7 May and 16 July, with Sea Consortium for its X-Press Feeders network for six-month periods with options.

The temporary loss of charter hire and repositioning costs of the two ships dented the revenue of GSL during the second quarter, which came down from $35.9m in the same period of 2013 to $33.5m this year.

This resulted in a net loss on paper in in the second quarter for GSL of $2.3m compared to a profit of $10.1m in the same period last year.

The fixture with Sea Consortium was described by Mr Webber as a breakthrough in GSL's strategy to diversify its client base, and he said that establishing additional commercial relationships with new clients was a priority.

Following a restructuring of its credit arrangements in mid-March, Mr Webber alluded to an $80m war chest that it has available to purchase containerships at the current "attractive asset values" and he said that he was much "encouraged by the potential deals in the market".

Nevertheless, Mr Webber said GSL did not want to "get carried away in the chase" and would remain "highly disciplined" in its purchases, preferring not to "grow for growth's sake".

As an example Mr Webber noted that of the 35 to 40 containerships that had changed hands in the last quarter, none had been purchased by GSL despite it being "actively engaged" in a number of negotiations.

He said that GSL's ideal acquisition candidate was a ship coming to the market with a minimum of 18 months charter hire remaining – distressed ships owned by German KG funds with little or no charter hire remaining were not of interest.

In this regard Mr Webber said that GSL had to renew its position and credibility in the sales and purchase market to find the right ship purchase candidates at the right price.

According to vesselsvalue.com GSL's 17-ship fleet has an average age of 11 years, a current asset value of $254.5m and a scrap value of $146.6m.

(from: theloadstar.co.uk, July 29th, 2014)

LOGISTICS

LOGISTICS STILL KEY IN PANALPINA PLANS

Panalpina yesterday insisted it has no plans to sell its underperforming logistics business, which has finally broken even after years of loss-making**.**

Responding to a question from *Lloyd's Loading List.com* on whether Panalpina's long-standing poor performance in logistics and the slow recovery of this business unit had led the group to consider a sell-off, CEO Peter Ulber said: "There is no ambition of this kind whatsoever.

The fact is that we have a lot of very good logistics businesses and some very bad.

But logistics is an integral part of Panalpina's development."

The group said that the loss-making activities were confined to just 20 of the Logistics division's dozens of units worldwide.

"So the problems, though severe, are concentrated around certain activities," Ulber told *Lloyd's Loading List.com*.

"Once we have reached a break-even point (in Logistics) and it's sustainable, we want to develop it very quickly and, in particular, together with those customers that are today using us for air and ocean freight services."

Ulber continued: "The guidance we gave at the end of last year was to halve losses (in Logistics in 2014) from CHR40 million to CHR20 million, but personally I would be disappointed if we didn't do a little bit better," he added.

While Panalpina's air and ocean freight division delivered volume growth of 4% and 8% respectively in the first half of 2014, it was logistics that took centre stage at the presentation of the Swiss group's results yesterday.

Ulber said that typically, a review of the group's results would begin with air freight, its biggest division.

"But for once I'm going to put the spotlight on logistics which, I believe, for the first quarter ever, is not in the red but made it back to the black at EBIT level."

However, he sounded a cautionary note, saying that it was not a given that the succeeding quarters would deliver similar results as the division continued to face "serious issues".

Panalpina improved its overall profitability in the first half of 2014, with group gross profit and EBIT both increasing 2%, reaching CHF 777.9 million and CHF 60.1 million respectively, despite being significantly impacted by currencies factors.

Adjusted group gross profit increased was 8%, while adjusted EBIT was 7%, with the the EBIT-to-gross-profit margin remaining unchanged at 7.7%.

Logistics contributed to the solid results with a EBIT return of CHF1.1 million by cutting losses and expanding its value-added services.

Although air freight and ocean freight volumes grew, but unit profitability was "affected by a challenging market environment in the same period".

Panalpina's Air Freight volumes grew 4% in the first six months of 2014, "in line with market growth".

While rates remained under strong pressure, Panalpina said it put the focus on trade lane optimisation.

Gross profit per tonne decreased 4% to CHF 745.

As a result, gross profit remained practically stable at CHF 310.8 million.

Air Freight achieved an EBIT of CHF 57.3 million, slightly less than in the same period of last year (HY 2013: CHF 59.6 million).

The EBIT-to-gross-profit margin for the first half of 2014 decreased to 18.4%, down from 19.1% the previous year.

Panalpina's Ocean Freight volumes grew 8% in the first six months of 2014, substantially better than the wider ocean freight market, which grew approximately 3%, although "high rate volatility remained an issue", the company said.

Gross profit per teu decreased 5% to CHF 320, which resulted in a gross profit of CHF 246.6 million, up slightly from last year's figure of CHF 242.0 million.

Ocean Freight posted an EBIT of CHF 7.2 million, significantly down from the first half 2013.

As a result, the EBIT-to-gross profit margin decreased to 2.9% in the first half of 2014, down from 6.9%.

The group's Logistics gross profit increased 5% to CHF 220.6 million in the first half-year.

Logistics cut its EBIT loss of CHF 17.6 million in the first half-year of 2013 to a loss of CHF 4.3 million in the same period this year.

The company said this was a result of successfully exiting overland contracts in Europe, turning around loss-making facilities and implementing value-added services.

Ulber commented: "The results for the first half of 2014 show two things.

One, our uncompromising execution of the strategy that we outlined in November is starting to bear fruit.

Logistics has cut losses considerably.

Two, there is still a lot of work to be done in terms of profitability, especially in Ocean Freight, where – expectedly – it will take some time to make it to calmer waters."

In terms of outlook, he said: "The fact that low margins have absorbed much of the growth in the first half of 2014, particularly in Ocean Freight, goes to show just how important it is that we stay absolutely on course with our strategic execution.

Turning around loss-making operations continues to be our firm focus.

"In the mid- and long-term, better IT systems and processes will help us improve productivity and profitability as we keep restructuring and rolling out our new operational system SAP TM."

Panalpina expects the air and ocean freight markets to grow by 3-4% and 4-5% respectively in 2014.

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

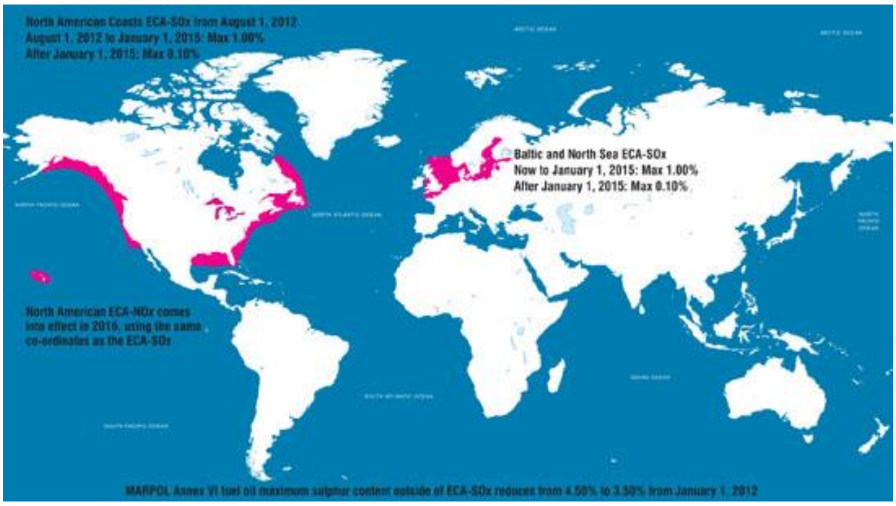
LAW & REGULATION

INTERNATIONAL CHAMBER OF SHIPPING: HARMONISE EMISSIONS ENFORCEMENT

The International Chamber of Shipping (ICS) is seeking a harmonised approach to Port State Control (PSC) inspections before the January deadline for mandatory use of costly low-sulphur fuel in emission control areas (ECA).

With the exception of the US, all of those coastal nations that are located within the UN's sulphur ECAs in North America, the North Sea and the Baltic are party to the accord.

Next year only 0.1 per cent sulphur content emissions from ship fuel, down from the present one per cent, will be allowed in ECAs, a measure that will raise bunker bill in some cases by 50 per cent as fuel prices rise from US$600 to $900 a tonne.



The chamber, which represents 80 per cent of the world's tonnage, expressed concern that many governments were not prepared to be able to implement the requirements in a uniform manner to prevent market distortion.

"The industry is investing billions to ensure compliance and the huge costs involved could have a profound impact on the future structure of the shipping industry," said ICS secretary general Peter Hinchliffe explained.

"It is vital governments get the details of any PSC intervention as we enter a new world in which fuel costs for many will increase overnight by 50 per cent or more" he said, reported London's Tanker Operator.

"It is vital that the Paris MOU and its member states in co-ordination with the US and the European Commission clarify all of the details of ECA implementation with respect to inspection as soon as possible," he said.

In 1982 the Paris Memorandum of Understanding (Paris MoU) agreed to Port State Control inspections in 26 European countries and Canada.

In 1978, Europe agreed audit labour conditions to which was later added safety and pollution.

ICS said it is important for the maintenance of fair competition that implementation occurs throughout the Paris MOU region in a consistent and harmonised manner," Mr Hinchliffe said.

ICS believes inspection should only involve looking at the bunker delivery note, with sampling when there are grounds to suspect non-compliance, or when there is a previous history of non-compliance with MARPOL Annex VI.

(from: seanews.com.tr, July 28th 2014)

STUDIES & RESEARCH

394,000 TANK CONTAINERS: ITCO SURVEY REVEALS EXPONENTIAL GROWTH YEAR-BY-YEAR

ITCO has recently published a newly commissioned report focusing on the anti slosh performance of baffles in tank containers.

The report was carried out by professors S Rakheja and A. Kolaei, who have published a number of studies on the subject, to bring a point of reference to the understanding of tank stability in various transport conditions.

Heike Clauson, ITCO president said: "(The report) opens the discussion to engineers to provide the way forward to challenging norms and developing further optimum designs that ensure the tank container remains the safest mode of transport."

Development in finding a second phase of the study has been proposed and ITCO welcomes companies to contribute to the on-going discussion by contacting the ITCO technical secretary.

Based on detailed research of tank container operators, leasing companies and other owners, the survey provides a qualified estimate that there are around 394,000 tank containers presently in operation worldwide; this equals an increase of 12 percent over 2013.

Of this global fleet, some 70 percent are in use by dedicated tank container operators and logistics companies, while the remaining 30 percent are operated by chemical producers and other cargo shippers, together with rail organisations, shipping lines, oil companies and military/governmental authorities.

Around 42,600 tank container were manufactured (up from 39,700 in the previous year).

Compiled with the support of ITCO members and based on data provided by tank container owning companies, the ITCO Survey gives details of 176 operators of tank containers worldwide.

While the operator fleet figure of 265,000 units is, numerically, dominated by global tank container operators such as Stolt, Hoyer, Bulkhaul, Bertschi and Interbulk, the Survey reveals the increasing number of regional operators which have been established in recent years.

This was also already a key finding in 2013.

A total of 34 leasing companies, with a fleet size of 176,500 units, are listed in the Survey.

However, as the majority of these tanks are leased to operators or direct to cargo shippers, leasing company tanks (with the exception of units not currently in operation) are not included in the global fleet total.

Growth in the tank container industry is reflected by the number of new containers built.

The ITCO Survey gives details of 18 tank container manufacturers, who produced a record number of over 42,620 new tank containers in 2013 to an estimated value of about $900m.

Those are 12 percent more than in 2012, a year that also had a record increase in production.

Commenting on the results of the Survey, Heike Clausen, ITCO President, notes: "The growth trend in the tank container industry is continuing.

This stable year-by-year growth demonstrates that the tank container industry is on the right track, when investing into new material, services, technology, quality and safety, in order to become even more attractive for shippers of bulk liquids, powders and gases."

The complete report, giving details of the size, ownership and growth of the world's tank container fleet, can be downloaded from the ITCO website http://www.itco.org.

(from: bulk-distributor.com/itco.org, July 16th 2014)

ON THE CALENDAR

- 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.