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PORTS AND TERMINALS

SINGLE NORTH EUROPEAN MEGA-HUB?

Despite containerships doubling in size in the past 10 years on the Far East-North Europe route, there has not been a reduction in the number of North European ports called by each service.

The average number of North European port calls per loop has remained broadly unchanged, at four per service string.

As in the past, container services follow a traditional multi-port itinerary and call at about four separate North European ports.

These are typically a Benelux port (usually Rotterdam or Antwerp), a German port, a UK port and either Le Havre or one of the second-tier European ports.

In fact, since 2009, shipping lines have also started calling at additional North European ports which they previously did not serve directly, such as Gdansk in Poland.

Initially, this was partly driven by a desire to use up excess ship capacity by extending voyage times (in conjunction with slow steaming).

However, it has not proved to be a short-lived move and now appears to be well-established.

None of the major North European ports have become dominant or displaced competing ports.

However, some second-tier ports (such as Amsterdam and Thamesport) have been forced out as ports of call on the Far East-North Europe route.

So, vessels calling at four North European ports has been a constant in the past 10 years and there is no sign at all of a move to a single North European mega-hub.

This confirms the old shipping adage that the mothership must go as close as possible to the final destination or origin of the cargo – where the market is a large one.

This is also advantageous for shippers, because direct calls avoid the risk of missed feeder connections.

However, the port industry is seeing radical change in another area: the total number of North Europe port calls on the Far East-North Europe route has fallen from 159 to 101 in the past 5 years whereas the average ship size has increased by over 50%, reaching nearly 11,000 teu.

Each vessel still calls at more or less the same number of North European ports, but there are fewer weekly services and therefore less frequent calls at ports overall, by much larger ships, with much larger container exchanges per call.

For example, in the first half of 2014, the port of Hamburg received 244 Ultra Large Container Vessels of more than 10,000 teu capacities, 27% more than a year earlier.

But what are the factors behind the pattern of less frequent, bigger ships calling at the major traditional ports?

Scale economies on mothership costs (running fewer weekly services with bigger ships), the advent of larger alliances (less duplication of port calls) and the reduction in the number of carriers (exit of MISC, Zim and others from the trade) have all played a part.

These factors will not go away and should see a continuation of the current structure and rotation patterns of Far East-North Europe services.

Drewry believes that multi-port rotations will continue in North Europe, but there will be fewer, less frequent calls by increasingly large containerships.

The peaking caused by this will continue to challenge many ports and terminals.

(from: lloydsloadinglist.com, September 4th 2014)

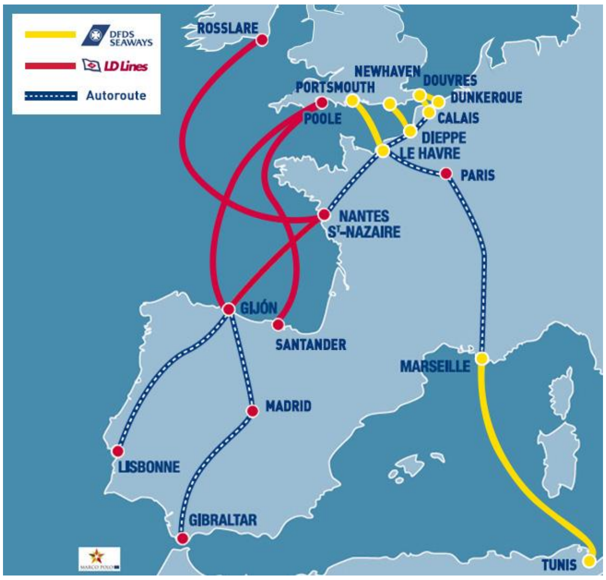
MARITIME TRANSPORT

PORT COSTS MAKE SHORT-SEA SHIPPING UNVIABLE

LD Lines MD Christophe Santoni says that one of the first conditions in making 'Motorways of the Sea' (MoS) service more competitive and facilitate their expansion is to reduce the "heavy cost" of port charges on short-sea shipping.

He was speaking following the confirmation at the end of the last week that the ro-ro company was mulling the closure later this month of its three-times weekly MoS service between Nantes-Saint-Nazaire, in France and Gijon, in Spain, due to the end of state and EU funding.

"Port charges as a whole - pilotage, mooring, stevedoring, etc. represent about 30% of the total costs.



If ports are interested in attracting MoS they must contribute to making short-sea shipping less expensive through the provision of special rates."

The likely demise of LD Lines' MoS service has raised the issue of whether this kind of 'environmentally friendly' freight solution can ever be economically viable without public subsidies, faced with the competitive edge enjoyed by road haulage.

The French and Spanish governments have invested €15 million apiece into the Nantes St Nazaire-Gijon MoS since its launch in September 2010 with the service also receiving a further €4 million through the EU's Marco Polo programme.

Without this financial cushion the MoS would have posted annual net operating losses of €6 million.

The closure of the service from mid-September is a possibility but as yet is not official, Santoni said.

“With the two governments, we continue to look for solutions and a business plan that would enable us to maintain the service without recourse to public money or with less of it,” he told Lloyd’s Loading List.com.

He said experience over the past four years had shown that the Nantes-Saint-Nazaire-Gijon MoS is appreciated by customers with high load factors - a total of around 100,000 trucks have been taken off the roads.

But hauliers agree to take the ship based on the sole condition that it is no more expensive than road transport, he added.

“LD Lines has invested heavily in trying to find a system that would allow us to reduce operating losses - in anticipation of the end of public subsidies - through optimising the frequency and schedules of the ships.

Earlier this year, we connected Poole, in the UK and Rosslare, in southern Ireland, to the MoS’ itinerary in order to broaden its market reach, but it hasn’t been enough,” Santoni said.

(from: lloydsloadinglist.com, September 1st 2014)

RAIL TRANSPORT

MIXED FIRST HALF RESULTS FOR SBB

Swiss Federal Railways (SBB) published its first half results on September 1, revealing a 3% rise in daily passenger traffic, which increased to 1.002 million, and 27% year-on-year growth in freight traffic, which reached 7.6 billion net tonne-km.

With increased freight and passenger traffic the number of trains using the network rose by 1.7% to 86 million train path-km.

However, traffic growth was not reflected in SBB's financial performance.

While operating income climbed by 3.2% to SFr 4.2bn ($US 4.6bn), operating expenditure rose by 3.6% to SFr 3.9bn, which meant consolidated net income fell by 43% to SFr 57m.

According to SBB this was the result of several factors including higher expenditure on infrastructure maintenance, lower profits from the property division and a negative result for the passenger division.

Despite the increase in passenger numbers, this division lost SFr 2m in the first half, compared with a profit of SFr 29m in the first half of 2013.

The infrastructure division returned a loss of SFr 61m due to higher-than-anticipated expenditure on maintenance programmes not covered by its service level agreement with the Swiss government.

SBB Cargo recorded a profit of SFr 15m, up from SFr 3m a year ago, while SBB Cargo International also achieved a SFr 1.1m profit, its first positive result.

For the second half of the year, SBB is planning further improvements in its services, especially in western Switzerland where the new Cornavin station will be opened in Geneva in September and construction will begin on the Leman 2030 project in Lausanne.

SBB is also introducing cost-cutting measures at all levels to compensate for the disappointing first half result.

One achievement it can still boast of: punctuality climbed from 87.3% a year ago to 89.6%, with connections maintained at 97.4% - an excellent result by any standards, despite major construction and maintenance projects.

(from: railjournal.com, September 3rd 2014)

ROAD TRANSPORT

OPPOSITION TO MEGA TRUCKS IN GERMANY INCREASING

More than three quarters of Germans are against the introduction of longer, heavier vehicles (LHVs) on German roads, according to a representative survey carried out by the opinion researcher institute forsa on behalf of the German Pro-Rail Alliance, the Automobile Club Transport (ACV) and the Association of German Transport Companies VDV.

A total of 79 percent of those questioned said they opposed the introduction of LHVs on German roads while only 17 percent said that they were in favour.

The previous Forsa survey in 2011 showed that 77 percent were against LHVs and 18 percent in favour.

The main reasons given by those surveyed was greater risk of accidents (55 percent) and increased government spending for upgrading the road network (51 percent).

Another important reason given by 47 percent of those polled was that using LHVs would shift transportation from the railways back onto the roads, damaging the environment.

"German road users are right to be afraid of longer, heavier vehicles.

Even now, heavy goods vehicles are involved in one in every five fatal accidents.

The massive deployment of longer vehicles on German roads would have a negative impact on road safety," the managing director of the ACV, Horst Metzler.

He referred to a recent accident on a railway level crossing in Baden-Württemberg, which according to police was caused by a 48 tonne truck.

The massively overloaded vehicle became stuck on a level crossing that was only designed for goods vehicle with a maximum weight of 3.5 tonnes.

In 2013, police in Cologne had already brought charges as a result of fatal accidents involving illegally overload vehicles, said Metzler.

“In view of such occurrences, it is very understandable that car drivers are fearful about future accidents with LHVs.”

“The results are a vote of no confidence against the Government’s experiement with LHVs,” said the chairman of the Pro-Rail Alliance, Alexander Kirchner during the presentation of the Forsa survey in Berlin.

“Whereas the transport ministry began trials of longer vehicles at the start of 2012 and despite the opposition of the majority of federal states, public mistrust has continued to increase.”

The Pro-Rail Alliance chairman emphasised that all the typical arguments put forward by supporter had failed to pass the test.

“Only 22 percent of Germans were convinced that LHVs would actually lead to fuel savings and help protect the environment,” said Kirchner.

Less than a third of Germans believe the claim that allowing LHVs would reduce the overall number of trucks on the roads.

In contrast, 55 percent of those surveyed are assuming that introducing LHVs will lead to more, not less, goods vehicles on the roads.

Joachim Berends, the VDV’s vice president for rail freight transport, referred to a Fraunhofer Institute study on the shift of transportation back onto the roads, which shows that rail freight in Europe will have to reckon on a considerable losses if LHVs are introduced.

“Researchers have determined that the deployment of mega trucks, 35 percent of the transport volume in full load traffic would be shifted back onto the roads,” said Berends, who criticised the fact that the road freight sector was financing its competitive advantage at the expense of the general public.

“In their business model, funding for strengthening the highway infrastructure and for wear and tear will be covered by taxpayers.”

Berends said it was remarkable that Germans, as shown by the Forsa survey, had clearly understood the correlation.

The VDV, ACV and the Pro-Rail Alliance are calling on the national government to stop the current trials of LHVs.

"The federal government is trying to create a fait accompli and is ignoring the fact that the majority of people in Germany do not want mega trucks on the roads," said the representatives of all three organisations.

(from: allianz-pro-schiene.de, August 29th 2014)

INTERMODAL TRANSPORT

FIRST FREIGHT TRAIN STARTS FROM HAMBURG TO ZHENGZOU IN CENTRAL CHINA

For the first time ever, DB Schenker together with the City and Port Authority of Zhengzhou (Province Henan) has started a first freight train ride from Hamburg to the central Chinese city.

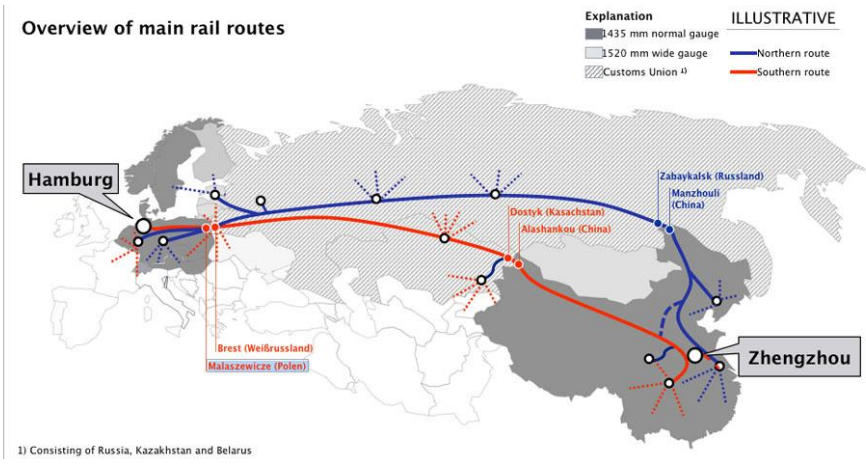
Management Board Member for Transportation and Logistics at DB Mobility Logistics AG, Dr. Karl-Friedrich Rausch, the City Councilor for Economy, Traffic and Innovation of Hamburg, Dr. Bernd Egert and the Governor of the Chinese Province Henan, Xie Fuzhan, together with further representatives from Politics and Business gave the official start signal for the departure of the train in the DUSS Terminal Hamburg-Billwerder.

The train loaded with 41 containers transports among others industrial robots for an international technology firm.

Also, it is available for further interested customers as a so-called "Multi-Customer-Train".

Already from August 2013, DB Schenker has been logistics partner of the Zhengzhou City Administration for the running of weekly trains to Hamburg.

Now, there shall be regular train traffic also in the opposite direction.



"Our customers benefit from the experience DB Schenker has been able to accumulate over many years, for the transport of goods by rail from and to China", says Dr. Karl-Friedrich Rausch.

"The ever increasing goods traffic with China offers a lot of potential, and at the same time we see an increase for transports to China by rail as well."

City Councilor Dr. Egert said: "The Hansestadt Hamburg is a pioneer in the China trade.

We are proud that from today, Hamburg is not only a destination but also a starting point for goods exchange with China by rail."

The train to Zhengzhou takes around 17 days for the 10,214 km distance through Poland, Belarus, Russia and Kazakhstan to China.

Hence, it is about 20 days faster than ocean freight.

DB Schenker has been running regular weekly block-train services between China and Germany since 2011.

Most of DB Schenker's customers are from the automotive and electronics industries.

Between 2012 and 2014, a total of 40,000 containers (measured on the basis of a 20 foot container) have been travelling between China and Europe on behalf of DB Schenker.

In China, DB Schenker Logistics has 160 sites in 62 cities and employs more than 5,000 co-workers.

(from: dbschenker.com, September 2nd 2014)

INDUSTRY

DUTCH SHIPOWNERS CALL FOR REFORMS

The Dutch shipping industry has called on the government to end "red tape" and adopt a "joined up" approach to the sector's needs

"We need an inter-departmental task force to sort out once and for all the problems besetting the maritime industry," said Arie Kraaijeveld, chairman of Nederland Maritiem Land (NML), the umbrella organisation representing all maritime sectors in the Netherlands, including inland shipping.

Speaking last week at a specially convened press conference at the start of Rotterdam's annual World Port Days event, Kraaijeveld said: "Politicians and all levels of government must be made aware that the maritime industry is one integrated organism and we must have an unambiguous maritime strategy."

The high profile press conference was co-hosted by Tineke Netelenbos, a former Dutch Transport Minister who is now Chairwoman of the Dutch shipowners' organisation (KVNR), and Albert Engelsman, director of Wagenborg Shipping and Vice Chairman of KVNR.

It followed the first Dutch 'Maritime Summit Meeting' held by leaders from all corners of Holland's maritime industry.

Senior officials of various ministries took part in the meeting, although the current Transport Minister, Melanie Schultz, had cancelled her planned attendance.

Kraaijeveld, Netelenbos and Engelsman want the government to set up a "Maritime Task Force" with a brief to get rid of "needless legislation that thwarts the industry" and ensure that maritime policy is high on the strategic agenda.

"Through superfluous legislation we are chasing business off, instead of pulling it in," said Engelsman.

He drew a sharp contrast between the situation in the Netherlands and Singapore, which he said has a proactive maritime policy.

Netelenbos illustrated the problems that NML says are besetting the industry with reference to the call in Rotterdam due on 26 September of the world's biggest cruise ship, RCCL's OASIS OF THE SEAS.

"Six thousand passengers will disembark in Rotterdam and another six thousand will board a fortnight later," she said.

"In between, the ship will undergo maintenance and repair at the Keppel Verolme shipyard [in Rotterdam].

What's troubling is that the 200 additional shipyard workers from outside the EU who will be flown in to support the job have to be cleared for work individually rather than groupwise, which only adds to costs and gives a bad impression."

Engelsman mentioned a similar incident, involving 50 Peruvian Navy officers and ratings who arrived to collect a navy ship purchased from the Dutch Navy.

Getting visas in order turned out to be a problem, as the entire party had to be cleared under Dutch labour laws.

Similar problems were encountered with Philippine crew on dredgers deployed for the second Maasvlakte.

NML has also complained that the Netherlands is the only EU-state without an anti-piracy policy that would allow owners to deploy armed private guards on Dutch flag vessels.

"Last year, 90 Dutch merchant ships were flagged out and about half of this was for that reason," said Netelenbos.

"It costs an owner around €0.75M not to fly the Dutch flag, yet some 800 of the 1800 Dutch-owned merchant ships fly a foreign flag."

(from: worldcargonews.com, September 10th 2014)

LOGISTICS

CHINA LOGISTICS SECTOR DEVELOPMENTS

Traditionally the logistics sector in China was focused on moving products from factories within China to the coastal ocean ports for export to developed markets.

More recently the emphasis is just as much on moving goods within the domestic mainland China market in order to reach increasingly prosperous consumers, located all over this huge country.

In particular, the residents of second- and third-tier cities in central, western and northeastern China are driving a new wave of domestic consumer demand.

Although logistics in China is the backbone of the supply chain, the industry itself remains hugely complex, expensively inefficient and massively fragmented, with the top 20 companies sharing just 7 percent of the total domestic logistics market.

Despite these challenges, the domestic contract logistics industry continues to grow at healthy rates, being serviced by a mix of multinational logistics service providers (MNC LSP) and local Chinese companies.

Valued at USD 88 billion in terms of 3PL revenue, China's logistics market is the second-largest in the world and is projected to become the world's largest 3PL market by as early as 2016, with growth forecasts of 12 to 16 percent over the next 10 years.

For quite some time, one of the biggest questions customers need to consider when outsourcing their logistics in China to a Third-Party Logistics service provider (3PL) was whether to work with a local Chinese 3PL or a multi-national 3PL - each category had their respective strengths and the options were reasonably clear.

Whereas the local Chinese 3PL companies had the on-the-ground knowledge, local connections and typically operated on a lower cost basis, the international MNC 3PL service providers such as DHL, CEVA and DB Schenker provide global management expertise and deployed sophisticated technology solutions, together with international best practices and sector specific knowledge and experience.

Today the differences between these categories of logistics providers are

becoming increasingly blurred – multinationals have extended their market knowledge, sector expertise and geographic reach in China, while local service providers have gained more international exposure and experience and are increasingly investing in technology platforms and solutions.

In recent years a few privately owned Chinese 3PLs have grown to become national service providers, however, they tend to be the exception rather than the rule.

In the fragmented China logistics industry, servicing nationwide domestic distribution typically involves several third party providers – in some cases shippers are using more than 20 different companies to distribute their goods throughout China.

It is clear that in order for the industry to become more efficient and to meet the market demands, consolidation amongst logistics service providers will continue.

More local Chinese companies will group together in alliances to form stronger regional and national networks and we can expect more formal mergers between local Chinese companies.

Meanwhile, the international 3PLs will continue to seek acquisitions as a means of expanding their network within China.

Learn more about the exciting developments in China's Logistics Sector at the 9th China (Shenzhen) International Logistics and Transportation Fair (CILF 2014) taking place in Shenzhen, China during 14-16 October 2014.

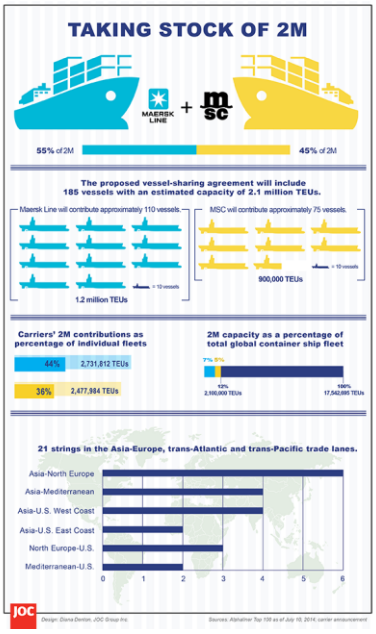
(from: theloadstar.co.uk/eft.com, September 1° 2014)

LAW & REGULATION

MAERSK, MSC FILE PLAN WITH US COMMISSION ON PROPOSED TIE-UP

A proposed alliance between the world's two largest container shipping lines has filed its plan with US authorities in a bid to clear the only regulatory hurdle on the way to a tie-up that could reshape the container trade landscape in the next decade.

Copenhagen-based Maersk Line and Geneva's Mediterranean Shipping Company (MSC) submitted their 10-year agreement known as 2M with the US Federal Maritime Commission (FMC) on Wednesday local time.



The scope of the deal will straddle trade routes from Europe to the US and into Asia.

"The geographic scope shall extend to trades between ports in Northern Europe and the Mediterranean, ports on the US Atlantic, Gulf and Pacific coasts and ports in Mexico and the Bahamas and ports in Asia (from) Japan to Malaysia," papers filed with the FMC said.

A copy of the agreement was obtained by the South China Morning Post from a source close to the FMC.

2M was proposed in July, one month after China's Ministry of Commerce prohibited P3, which would have brought together Maersk Line, MSC and France's CMA CGM, the world's third-largest container line.

The backup plan for P3, 2M features a traditional vessel sharing agreement now commonplace in the container shipping market.

It does not fall under the category of "concentration of business operators" defined by China's anti-monopoly law so it needs no approval from Beijing.

Only a filing with the Ministry of Transport detailing its partnership plan is needed.

Maersk Line and MSC plan to initially operate 97 vessels with nominal capacity ranging from around 4,000 to 13,000 twenty-foot equivalent units (teu) on container trades from the Adriatic Sea to the US and on to Sri Lanka.

The FMC will start a 45-day review period before a decision is given unless the Washington agency demands additional information from the applicants, in which case the clock will stop and restart when the materials are submitted.

Including Asia-Europe trades, 2M involves a total of 185 vessels with a capacity of 2.1 million teu.

It has a market share of 35 per cent on Asia-Europe, 16 per cent on transpacific and 30 per cent on transatlantic trades, according to Tan Hua Joo, executive consultant at Alphaliner.

The consortium also seeks approval to raise the capacity to 130 vessels with a capacity of up to 19,200 teu, a size that exceeds the world's biggest container ships on the water and under construction.

Given that neither company has vessels of this size on order, the wording may indicate the alliance plans to order or charter new ships.

(from: scmp.com, August 29th 2014)

PROGRESS & TECHNOLOGY

RINA'S INFOSHIP EGO PERFORMANCE MONITORING SYSTEM ADOPTED BY D'AMICO FLEET

International classification society RINA Services is to fit RINA's InfoSHIP EGO performance monitoring system to d'Amico Group's entire fleet.

The first units will be installed on two newbuildings under construction in Korea and China, one tanker and one bulk carrier.

The system will be progressively extended across the d'Amico fleet.

InfoSHIP EGO is the fleet performance monitoring solution developed by RINA Services in cooperation with IB Software and Consulting.

The software has different modules that allow it to automatically collect data on board and benchmark the actual performance of the ship against a target.

Michele Francioni, CEO, RINA Services, said: "InfoSHIP EGO will be customized for the d'Amico fleet to meet the company's specific reporting needs.

RINA Services' Marine Innovation team and d'Amico's Fleet Performance Department will cooperate for the customisation of InfoSHIP EGO and the deployment across the fleet of the most advanced and effective energy governance solution in the shipping market."

Salvatore d'Amico, Fleet Director, d'Amico Group, said: "The EGO system is expected to be a valued tool, it will assist d'Amico to monitor emissions and to optimise vessel speed and consumption.

Through the EGO system we expect to achieve an accurate monitoring and speed /consumption analysis which will allow our company to identify operational practices and retrofits for continuous improvement of vessel performance.

Overall savings in the order of 3%-5% are expected.

This investment is part of our continuing strategy to improve energy management throughout our operations."

The d'Amico Group, which is investing in an important eco-ship newbuilding programme, makes constant efforts in technological development, leading the international energy efficiency standards that all maritime transport operators will have to comply with by 2025.

(from: shipmanagementinternational.com, September 9th 2014)

STUDIES & RESEARCH

FORECASTS OPTIMISTIC FOR CONTAINER MARKETS

While Drewry Maritime Research forecasts five to six per cent container shipping growth in next few years, and Maersk chief Nils Andersen predicts much the same, a new methodology has been devised that produces more optimistic conclusions.

New optimism comes from independent box analyst Daniel Schaefer who's new study notes an acceleration in world trade, reports Lloyd's List.

Analysts, he says, must have reasonable methodologies, and that's what has been missing from conventional projections.

Mr Schaefer criticised the so-called GDP multiplier method, in which growth rates are determined by GDP forecasts, combined with other factors.

GDP multipliers, he says, often vary and all too often produce misleading results.

Instead, Mr Schaefer correlates container throughput data with the imports and exports of global manufacturers to calculate what the future will hold.

Using his method Mr Schaefer expects global container throughput of 650 million TEU in 2013 to achieve compound annual growth rates of 6.1 per cent or 985 million TEU by 2020.

But regional growth, he said, will differ with China still leading the pack, handling a third of the world's container traffic.

While China growth has slowed, it remains above the global average at 6.5 per cent.

Mr Schaefer expects China volume to rise to 340 million TEU by 2020, more than half of today's total.

The fastest-growing countries are Singapore, South Korea, Malaysia, Vietnam, Indonesia and India, he said.

Middle East traffic is also expected to achieve above average growth as volumes are robust because of the strength of Mideast hubs near the Suez Canal.

"The share of interline transshipment might have reached its feasible level, but the Asian-European traffic is expected to be revived and eastern Arabia's economic outlook is also promising," he said.

In Africa, he said, much depends on whether several planned sub-Saharan container terminals go ahead that could stimulate trade in the region.

"Nonetheless, throughput is projected to increase from a relative low level, because infrastructure in is still poor and 250 million people live in landlocked countries," he says.

Box volumes in the Americas have grown well below the global average lately, reflecting a stagnant US market.

But with the US economy improving, box volume is expected to rise from 94 million TEU to 133 million TEU.

European port box growth over the last five years has stood at three per cent, which he expects to 4.8 per cent to 152 million TEU.

(from: seanews.com.tr, August 31st 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.