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YEAR XXXII
Issue of September 30th 2014

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The content of the C.I.S.Co. Newsletter is also published in the newspaper "Informare" accessible on the Internet site <http://www.informare.it>

C.I.S.C.O. NEWS

CONTAINER OF C.I.S.CO. FOR THE "PLASTIC GARDENS" IN GENOA

In the process of redevelopment of urban park located in Genoa "Giardini Baltimora", better known as "Giardini di Plastica" (Plastic Gardens), the C.I.S.Co. contributes a stable and colorful garrison.

The project, launched at the initiative of the "Associazione Giardini di Plastica", aims to transform an abandoned seed of reckless urban policies of the past (the business centre and the gardens were built after the demolition of the ancient quarter of Madre di Dio Street), in a place frequented and lived by the citizens, valued for its features and its location in the heart of Genoa just a few steps from the centre and the old town.

The project has spurred a new focus by the Community institutions, encouraged by the enthusiasm of the Association.



The volunteers of the Association said: "A new interest on the part of the municipality is also visible in the works, some concluded other starting, to improve the viability and access to disabled people, who have helped to bring electricity to park service events.

The Municipio I Centro Est has signed an agreement with us, atypical, experimental compared to foster care of green, which allows the Association more freedom of action in the area, such as the ability to experience temporary urban furnishings, to bring artistic events and actions or of caring green.

Now we ask whoever administers the territory to create a serious program that combines different public interest (the Department of the environment, culture, youth policy, heritage management, legality and rights, the Town Hall, the Superintendent...) that facilitate the design and implementation of innovative measures and in the long term".

The last stage in order of time of this adventure is "DPT Lab Parco fai da te (DIY Park)", a workshop for young urban analysis and construction, achieved thanks to a grant received under the European Youth in Action Programme.

In this context, on September 5th last arrived a new host at the Giardini Baltimora: a container hoisted by crane through D'Annunzio Street.

The container was granted in loan for use at the Municipio I Centro Est di Genova by the C.I. S.Co, "Council of Intermodal Shipping Consultants", and positioned as support, first and foremost, the project "DPT Lab Parco fai da te (DIY Park)" and then all future activities.

The container is the symbol of the ongoing process of open yard, a stable and colorful garrison which will improve further the possibilities of intervention and the logistics of each action carried out in the Park.

Until now, any event held at the gardens needed continuous transport or security guard, now working materials and tools can be dropped off directly in the Park and there will be a sheltered place to conduct workshops, meetings.

The C.I.S.Co. also plans to use the container for its activities in the fields of advertising and training.

(by: erasuperba.it, 9 September 2014)



PORTS AND TERMINALS

THE EU PORTS REFORM IS LOSING ITS BEARINGS

In March, MEP Knut Fleckenstein, the rapporteur on the European Commission's proposal for a Regulation on Market access to port services and financial transparency of ports announced that the legislative procedure for this particular file would be suspended until the new European Parliament would be in place following the European election of May.

Since then, EU Member States have been discussing the Commission's proposal for a Port Regulation in the Council of Ministers.

The Italian Presidency of the Council aims at striking a deal with the European Parliament at first reading and discussions are moving fast in that direction.



Unfortunately, in order to achieve this, the text currently under consideration by the Council is slowly inching towards the initial position of the Parliament, which was itself a watered down version of the Commission's proposal.

Member States are contemplating excluding cargo handling and passenger services from the Regulation while the exclusion of pilotage remains uncertain.

EN EN Council deliberations are also focusing on whether the Regulation should only apply to major EU ports (TEN-T core network ports).

In light of these developments, the scope of the Regulation could be drastically reduced, turning the EU ports reform into little more than an empty shell.

"It is extremely disheartening to see EU co-legislators gradually empty the already weak Commission proposal of any substance for the port user community.

The opportunity for a meaningful reform of EU ports is slipping through our fingers and at this stage the EU shipping industry's interest in supporting this proposal is indeed very limited" commented Patrick Verhoeven, ECSA Secretary-General.

In addition to reducing the scope, EU Member States are also contemplating a weaker consultation procedure of port users for all matters related to port charging policy, connections with hinterland, efficiency of the administrative procedures and environmental issues.

What is more, Member States are further diluting the Commission's initial proposal by backtracking on the issue of the need for an independent authority that would monitor and supervise the correct application of the Regulation.

"European shipowners urge Member States to reconsider their approach and refocus on the *raison d'être* of this legislative procedure, i.e., delivering a reform that will improve the efficiency and increase the transparency of EU ports" he concluded.

(from: ECSA/Hellenicshippingnews.com, September 24th 2014)

MARITIME TRANSPORT

HAPAG-LLOYD CSAV MERGER GETS GREEN LIGHT FROM EC COMPETITION COMMISSION

The EC's competition commission has cleared the proposed merger of container shipping lines Hapag-Lloyd and CSAV, on condition that the Chilean line withdraws from two services it runs jointly with Mediterranean Shipping Co.

The EC said it had investigated the effect of the merger on 12 routes connecting Europe with the Americas, Asia and the Middle East and, on the whole, had found that it wouldn't restrict competition or affect prices.

However, its approval is conditional on CSAV withdrawing from the Euroandes and Ecuador Express services it operates with MSC, which it said would have created new links between previously unconnected consortia.

"The commission had concerns that these new links would have resulted in anti-competitive effects on two trade routes: the route between Northern Europe and the Caribbean, and the route between Northern Europe and South America's west coast.

On these routes, the merged entity, through the consortia that the two companies belong to, may have influenced capacity and therefore prices to the detriment of shippers and consumers," it said.



CSAV and Hapag-Lloyd have committed to terminating the former's participation in the services.

EC vice-president Joaquín Almunia said: "Liner shipping plays a central role in global trade, so competition in this sector is essential for businesses and consumers in the EU.

Through the commitments, our decision averts the risk that the merger between Hapag Lloyd and CSAV could lead to any price increase."

The EC found that there would be no threat to competition freight forwarding or terminal operations segments – CSAV has a small freight forwarding division

and Hapag-Lloyd has a stake in Hamburg's automated Altenwerder container terminal.

Hapag-Lloyd welcomed the decision, although added that it was still awaiting clearance from other jurisdictions.

The US Department of Justice cleared the merger in August.

The merger – which many in the liner industry see as a takeover of CSAV by its German counterpart – will create the world's fourth-largest container shipping line, with 200 vessels, annual revenues of €9bn and transport volumes of 7.5m teu.

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

RAIL TRANSPORT

RAIL REGULATORY CONDITIONS STRANGLE NEW ENTRANTS

ERFA (European Rail Freight Association) today organized a seminar with MEPs in the European Parliament, presenting its rail vision for growth, jobs and sustainability.

Hosted by Michael Cramer MEP, the Chair of the European Parliament's Transport Committee, the event was an opportunity to highlight the added value new entrants bring to the rail market.

ERFA members from across Europe spoke at the event to explain how they can contribute to the development of the rail sector as a whole, to the benefit of the environment and wider society.

A more competitive rail sector can incentivize the transportation of freight away from the roads and onto the more sustainable rail network; improve the quality of services for passengers; and be an important generator of jobs across Europe.

However ERFA stressed that all these benefits could not happen if the present regulatory framework and structure was left unchanged.

The EU and its Member States have paved the way for new entrants, but have left incumbent operators with the power to block and hinder the smaller players on the market.



In essence this means that a handful of dominant rail operators across Europe use their control to diminish and even push new entrants off the market.

There are many examples in the paper, particularly over infrastructure, regulatory and non-transparent finance issues.

This stranglehold in which new entrants find themselves, simply works to the detriment of the rail growth, jobs and sustainability targets.

Presenting a long list of the types of discrimination faced by new entrants in their day-to day business, ERFA stressed the damaging impact these have on newcomers to the rail market and in attracting much-needed private investment to the rail sector.

If now with the 4th Railway Package the opportunity is not used to establish a level playing field and fair conditions for all railway undertakings, the rail sector will continue to stagnate or even worse decline across Europe.

With the 4th Railway Package in mind ERFA reiterated its call for fair competition, transparency and strong regulation.

(from: erfarail.eu, September 3rd 2014)

INTERMODAL TRANSPORT

DHL EXPANDS CHINA-EUROPE MULTIMODAL RAIL SERVICES

DHL Global Forwarding has announced the expansion of its intermodal services between Asia and Europe.

It has launched a new scheduled block train route between Suzhou and Warsaw, along the trans-Siberian North Corridor, which offers an average transit time of 14 days.

“Suzhou is a strategic departure point for Jiangsu and it is a huge benefit for our customers to have direct access to inter-continental rail links rather than having to go via Chengdu.



Being able to offer multiple loading points across China creates many opportunities for our customers, which is why we are seeing so much interest in multimodal services,” explained Roger Crook, CEO DHL Global Forwarding, Freight.

The expansion complements the existing daily single wagon service from Shanghai to Europe, also along the North Corridor and the weekly block train service from Chengdu to Europe along China’s West Corridor rail line through Kazakhstan to Europe, DHL underlines.

The new service taps on Suzhou’s strategic location within Jiangsu Province, an important production area for engineering, manufacturing, high tech, automotive and the retail sector with growing demand.

“As a flexible solution, this service offers the option of booking variable capacity - ranging from a single container to a whole train.

Our customers in both continents benefit from reduced door-to-door lead times and CO2 emissions via an effective transport route that seamlessly connects both our groupage network in Europe and DHL Global Forwarding, Freight’s Asian network,” said Amadou Diallo, CEO DHL Freight.

Earlier this year, DHL introduced what it describes as the first temperature-controlled China-Europe rail service, providing customers with precise climate control of containers, regardless of the weather, on the lane from China to Europe going via the West corridor between Chengdu and Lodz.

DHL added that its European customers will soon enjoy even broader access to the Asian market.

It is exploring ways to further expand the network to include Japan and Korea, by using ferry services between the three countries, to enable a faster-to-market approach for all customers and therefore strengthening the footprint in the North Asian multimodal market.

(from: lloydsloadinglist.com, September 18th 2014)

TRANSPORT & ENVIRONMENT

GLOBAL SHIPPING EMISSIONS GETTING THINNER

The total Green House Gas emissions from global maritime transport are estimated to have been over 20% lower in 2012 than in 2007, according to the International Chamber of Shipping (ICS), the global shipping industry's trade association.

The global shipping industry, which transports by sea around 90% of all world trade, is thought to have produced only about 2.2% of the world's total GHG emissions during 2012 compared to 2.8% in 2007.

The estimates are contained in the latest comprehensive study of the shipping industry's Green House Gas emissions prepared by the International Maritime Organization (IMO), which will be considered by its Marine Environment Protection Committee next month.

The IMO is the shipping industry's global regulator.

Speaking at the United Nations Climate Summit in New York today, convened



by the UN Secretary-General, Ban Ki-Moon, to give impetus to the negotiations on a new global climate change agreement, ICS Secretary General, Peter Hinchliffe remarked: "The latest IMO study, which uses satellite tracking, suggests there's been a significant reduction in absolute CO2 emissions from ships due to the introduction of operational efficiency measures across the whole fleet.

This includes operating at slower speeds, combined with more fuel efficient designs on board the large number of new build vessels that have recently entered the market."

He added "The reduction in CO2 per tonne of cargo carried per kilometre by ships is even more impressive than the headline IMO figure for absolute GHG reduction because cargo moved by sea has continued to grow since 2009."

The shipping industry is committed to delivering further CO2 emissions reductions, in partnership with its global regulator, IMO.

Shipping is already the only industrial sector to have mandatory global regulations in place to reduce its CO2 emissions, which entered into force worldwide in 2013.

Nevertheless, according to Mr Hinchliffe: "The shipping industry fully recognises that governments expect even greater CO2 efficiency improvements in the future.

Given the very high cost of fuel which is soon set to increase by around 50% due to separate new rules on sulphur the industry already has every incentive to deliver this."

(from: theloadstar.co.uk, September 24th 2014)

LAW & REGULATION

ESC RENEWS CALL FOR ALLIANCE MONITORING PROGRAMME

The European Shippers' Council will ask Brussels and Washington to establish a shipping line alliance monitoring programme to offset competition concerns following the creation of four global co-operations.

ESC policy manager for the maritime transport council Fabien Becquelin told Lloyd's list that in general shippers were not keen on alliances because they resulted in reduced choice.



While he admitted that individual carriers would be able to offer a wider service portfolio, the overall number of ports on offer are reduced.

He added that shipping lines claimed the alliances would create efficiencies, but he said these efficiency gains must be shared with the shippers.

"If there is no other option, let's go for alliances or consortium," he said.

"But we are reaching the stage where the market will be dominated by four alliances.

If you look at the Asia-Europe market the alliances will have a 97% market share.

"We really want the competition authorities to react because it could have a negative effect on competition levels."

He said that the ESC had written to US Federal Maritime Commission to ask for a monitoring programme in response to the call for comments regarding the 2M alliance and would do the same for the Ocean Three alliance when it filed with the Washington commission.

It will also write to the European competition authority to arrange a meeting and request the monitoring system.

The Asian Shippers' Council would take up the matter with Asian regulators, although it is thought both groups share a similar stance.

The monitoring programme envisaged by the ESC would keep a watch over the correlation between supply/demand and freight rates, an advance notification system for any service changes, such as sailing speed or ports of call, and a service quality observatory to keep a check on reliability, space availability, number of direct calls, use of feedering and transit times.

A similar monitoring programme was proposed by the FMC for the now defunct P3 Network.

(from: lloydsloadinglist.com, September 16th 2014)

PROGRESS & TECHNOLOGY

ARE THERE ALTERNATIVES TO STEEL SHIPS?

The same question, but in a slightly different form, might have been asked 150-200 years ago as alternatives to wood first appeared!

But while steel has had a good innings and looks set for several more decades, there are indeed alternatives emerging.

The use of aluminium, for instance, has been significant in the development of fast ferries, where strength needs to be combined with lightness.

Today, large fast craft are being built of this useful material, which



nevertheless does require special treatment and skilled welders able to work in aluminium.

It has also been widely employed in the superstructure of cruise ships and in the construction of warships, where the need to save weight is paramount.

Special aluminium alloys have also been used as cargo containment systems for the carriage of liquefied natural

gas (LNG) where the cargo is carried at temperatures as low as -165deg.C and steel would be useless.

Steel continues to be used as the primary structural material, because of its availability, proven record and familiarity.

Nevertheless there are steels with different properties emerging, such as those which are corrosion-resistant, high tensile and the newest of all – a specially ductile steel plate which will afford a degree of impact protection.

But are there entirely new shipbuilding materials in sight?

The use of glass reinforced plastics has become widely employed in yacht building, with sizeable craft now being "moulded" in this fashion.

It has been suggested that the use of composites may offer opportunities in shipbuilding, with these non-ferrous materials capable of being formulated to provide whatever characteristics are needed – ductility, flexibility, strength, rigidity, heat or cold resistance etc.

The external and re-usable fuel tanks used to launch the NASA Space Shuttles were examples of the sort of qualities composites can provide, these tanks plummeting from a great height into the sea when they were ejected from the ascending vehicle.

Here again, with composites, it has been yacht building that has tended to employ these innovative structural materials, with the qualities of lightness and strength appreciated by the designers who incorporate them.

Cost, quite simply, remains a barrier to any adoption in the production of large commercial ships, with steel being the material of choice on account of its known qualities and comprehensible costs.

The marine industry is not averse to innovation, but is apt to shy away from unknown structural materials and techniques proven in practice.

There has been some considerable interest in the use of polymers sandwiched between steel plates, which provide both strength and lightness in the absence of some of the stiffeners that would be otherwise required.

Sandwich Plate technology, devised by the UK based Intelligent Engineering is now being employed in the reinforcement of hard working vehicle decks on ferries, while a major Korean shipbuilder is incorporating it into large vessels.

(from: hellenicshippingnews.com, September 15th 2014)

STUDIES & RESEARCH

IDLE CONTAINERSHIP FLEET HITS THREE-YEAR LOW AND COULD MEAN A BOOST FOR CHARTER RATES

Ahead of the Chinese Golden Week holiday in early October, the number of open containerships has fallen across most sectors.

A spate of “brisk fixing activity” has reduced Alphaliner’s idle fleet bi-monthly report to 120 ships, totalling 228,000 teu, as of September 8.

This is the lowest number of laid-up container vessels recorded by the analyst since the summer of 2011.

Moreover, the redundant tonnage includes just 12 carrier-controlled ships, of which only three are owned by top 20-ranked lines – APL, CSAV and NYK – as they deploy hitherto surplus tonnage to cope with better-than-expected peak season demand and are forced to compensate for vessel delays in the congestion-afflicted ports of Europe and Asia.



Alphaliner says it expects the reduced vessel availability to result in a “much needed boost to charter rates” – albeit that the strong demand could prove shortlived after the Chinese holiday and the expected winter slack season capacity culls.

Although the market will probably weaken again in the final quarter of the year, Alphaliner suggests that owners of post-panamax ships of 8,000teu and above could still look forward to a rates boost courtesy of the newly announced Ocean Three alliance.

The vessel and slot-sharing partnership of CMA CGM, UASC and China Shipping Container Lines will, according to Alphaliner, need to fill gaps in its service network in the short term, while it awaits delivery of a substantial number of ultra-large containerships.

Indeed, early evidence of the intent of the Ocean Three partners – particularly the aggressive expansion of UASC – came in a fixture last week by the Dubai-based carrier for two 9,034teu newbuildings from Singapore-based Asiatic Lloyd, chartered for three years at a daily rate just shy of \$40,000.

Meanwhile, Alphaliner reports that there is some good news for boxship owners in the geared high-reefer intake 2,500teu sector, with several of these ships having been recently fixed at sharply increased daily rates due to a surge in demand linked to the impending launch of new reefer-intensive services.

Hamburg Sud has been particularly active in this market, noted the analyst, fixing four Hyundai 2500-designed vessels, equipped with 600 reefer points, for 12 months at \$9,500 per day for deployment on the German carriers' EMCS (Europe-Mexico-Caribbean) service slated to commence in November.

On the debit side, however, the merging of CSAV's container business into Hapag-Lloyd – which has now been given the green light by regulators and is expected to be complete by year end – could result in more chartered ships being off-hired as the new entity seeks to rationalise its business and reverse the tide of loss-making operations suffered by both companies prior to the deal.

Add these as yet unknowns to the potential supply and demand impact of a further 50 containerships (300,000teu) stemmed for delivery by the end of this year, and containership owners can have virtually no idea what the industry will look like in a few months' time.

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

SAFETY & SECURITY

IMO FOCUSES ATTENTION ON CONTAINER SAFETY

The first session of the IMO Sub-Committee on Carriage of Cargoes and Containers (CCC) took place on 8 – 12 September, 2014 at the Headquarters of the International Maritime Organization (IMO).

Over one hundred issues, inter alia on container safety, were considered in the course of plenary sessions and working group meetings.

The Sub-Committee has confirmed an earlier taken decision on developing the global database for Approved Continuous Examination Programme (ACEP) and establishing a correspondence group for thorough consideration of remaining issues till the next session in 2015.

An information package to the previously approved Code of Practice for Packing of Transport Cargo Units (CTU Code) has been agreed with the materials to be posted on the IMO public website.

The issue has been considered on amending the IMO Circular DSC/Circ. 12 with regard to use of the IMO type portable tanks and road tank vehicles manufactured prior to entering into force of the amendments 30-00 to the International Maritime Dangerous Goods Code (IMDG Code).

Moreover, due to entering into force of the amendments to the International Convention on Safe Containers (CSC), the Sub-Committee at its session took notice of the difficulties liable to occur when changing the marking of the existing containers.



Marking of the containers designed for the stacking and transverse racking loads less than those specified by ISO standards shall be changed before 1 July, 2015.

Approved Continuous Examination Programme (ACEP) enables the container owners to organise a more flexible container technical inspection without their withdrawal from the transport process at strictly defined intervals.

The tool is foreseen by the International Convention for Safe Containers (CSC) as a container inspection scheme along with the Periodic Examination Scheme (PES).

Russian Maritime Register of Shipping (RS) as an organisation carrying out container examinations under its authorisation by the Administration, was among those in IMO who took lead in the discussion on the issue.

On behalf of the RF Ministry of Transport RS participated in the meetings of the IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC), including plenary sessions and working group meetings on ACEP Guidelines drafting, as well as in a pilot project to model and maintain an ACEP list.

(from: seanews.com.tr, September 19th 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.