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PORTS AND TERMINALS

PORT CONGESTION EASES AS EUROZONE TRADE 'BLOWS A GASKET' IN DANGER OF SEIZING UP

Container terminal and landside congestion, which has hampered operations in many north European ports this year, could ease significantly, if the latest Global Port Tracker prediction of weak growth for the final three months of 2014 and the first half of next year are correct.

According to Ben Hackett, one of the authors of the monthly North Europe Trade Outlook report, the engine of the European economy has already "blown a gasket" and is now "in danger of coming to a complete stop", as economic growth in the Eurozone's major nations evaporates.

Mr Hackett said: "New business orders are declining, industry and consumer confidence is low, especially in Germany, all of which has an impact on the manufacturing giant, China, which is seeing its industrial production dropping rapidly."

The analyst cited "stagflation", where inflation falls below zero, continuing austerity policies and the economic backlash of the Russia-Ukraine conflict as the main drags on European growth.

Indeed, the North Europe Global Port Tracker, published by Hackett Associates and the Bremen-based Institute of Shipping Economics and Logistics, predicted just 2.8% import and 2.4% export growth for loaded boxes in 2015 at the six north range ports of Le Havre, Zeebrugge, Antwerp, Rotterdam, Bremerhaven and Hamburg.

This compares with the 2014 full-year forecast of a 7.1% expansion of deepsea container throughput at the same ports – a better-than-expected result for ocean carriers and the consequence of a welcome return of the peak season this year.

Good peak season volumes have aggravated congestion problems at the two biggest North Europe ports of Rotterdam and Hamburg over the past few months, which have led to ship diversions, landside delays and unpredictable supply chains for importers and exporters.

Arguably, these container terminals could have coped with the extra throughput were it not for the combined effect of the introduction of ultra-large container vessels (ULCVs) and the declining schedule reliability of the carriers.

Instead of speeding up to hit berthing windows, ULCV captains are under strict instructions from carrier operating centres to maintain strict speed limits to conserve bunkers and save money.

The unexpected growth in Asia-Europe volumes this year, around twice the level previously forecast, was a key driver in Maersk Line's stellar performance, according to chief executive Soren Skou speaking at the Group's Capital Markets Day last week.

Elsewhere, the temporary cargo boom has been a saving grace for other carriers who might otherwise have struggled to satisfactorily utilise their ships.

Strong demand has also been fundamental in earlier maintaining Asia-Europe freight rates, which might otherwise have slid into dangerous sub-economic territory at a much earlier stage.

But spot rates on the trade have now fallen well under the break-even level of $1,000 per teu, with forwarders this week reporting quotes of as little as $650 per teu, suggesting Mr Hackett and his colleagues are correct in their predictions of softer demand in the next few quarters.

The likelihood of too much capacity chasing less cargo is once again rearing its head, and unless there is a radical series voided of sailings it would appear that this fresh rate war could be sustained.

Indeed, some carriers do appear to be addressing this.

It is understood that cancelled sailings on the week beginning 3 November could see weekly capacity reduced from 260,000teu to 229,000teu.

In addition, G6 member carrier NYK has announced a $920 per teu general rate increase to be implemented on that date.

(from: theloadstar.co.uk, October 1st 2014)

MARITIME TRANSPORT

MAERSK HOPES MSC ALLIANCE CAN FILL THE TRIPLE-ES, WHILE SEALAND IS SET FOR REVIVAL

Maersk would appear to need its new alliance partner MSC to help fill its 18,000teu Triple-E containerships.

At the Maersk Group Capital Markets Day on Wednesday, Maersk Line chief executive Soren Skou conceded that without the east-west 2M vessel-sharing agreement (VSA) with MSC, it would have to reduce the number of strings between Asia and Europe.

"Commercially that would be a problem for us," admitted Mr Skou, giving the first indication of how critical the 2M was to the carrier's long-term strategy.

Indeed, there is evidence that, in the past year, Maersk has increasingly had to rely on the spot market to fill its ships, with Mr Skou recently indicating that the carrier's business was now roughly split 50:50 between contract and spot cargo – compared with a 25% share for spot cargo a year ago.

Mr Skou said the 2M VSA would, "hopefully", gain authority approval and advised that, in line with analyst expectations, Maersk Line should be able to trim $350m a year from its bottom line with the optimisation synergies gained in the co-operation with the Geneva-based carrier.

However, in 2015, this was likely to be only around $250m, given the phase-in costs.

Maersk Line has produced nine consecutive quarters of profit after the painful root and branch strategy changes that followed the disastrous $600m loss in the first quarter of 2012, and it is now recording EBIT levels 9% above the industry average.

But Mr Skou wanted to dispel the notion that its success was entirely due to the deployment of big ships.

He claimed it was a myth that Maersk Line had adopted an aggressive expansion strategy, and argued that 3% fleet growth over the past two years was a "responsible reaction" to market growth of 7% and stood in contrast to the industry's 11% capacity increase.

He said the focus would remain on cost reduction, and expected freight rates to remain under pressure for the foreseeable future, with little likelihood of top line revenue growth.

Bunker savings continue to be the main ingredient of the company's unit cost reduction programme, and the innovation of slow- and super-slow-steaming was constantly being advanced, with "speed equalisation" a further tweak in the fuel-saving strategy.

For example, Mr Skou explained, on the Asia-Europe trade, where the strategy was originally to operate ships at designed service speed on the westbound headhaul and super-slow-steam backhaul, it has been found to be more economic to slow-steam on both legs.

Moreover, Mr Skou said, Maersk had a "vast tool box" of cost-cutting options and still had scope to further improve "container efficiency".

Subject to regulatory approval of the 2M VSA, the challenge of the east-west trades had largely been met, he said, but in regard to north-south routes he added: "We want to be very clear; we want to defend and grow our north-south trade."

He said Maersk's strategy for those routes was cost leadership – using the biggest vessel possible for each particular trade; selling the best product; and having "more boots on the ground" in local markets.

Meanwhile, Mr Skou acknowledged that based on current growth, Maersk Line would need around 425,000 slots of extra capacity by 2017 – some of which could be temporarily covered by attractively priced charters, but in the longer term he saw a need for around 30 newbuilds for delivery between 2017 and 2019.

Given the time frame from planning to receiving a newbuild, he said decisions would have to be reached on its fleet strategy within the next year.

Mr Skou also confirmed reports that Maersk would re-establish the SeaLand brand in the intra-America trades between North and South America, where Maersk Line was currently "underweight".

Around 250 staff will be employed at the SeaLand headquarters in Florida, from where the company would operate with the same autonomy as its intra-Europe and intra-Asia arms, Seago Line and MCC Transport.

(from: theloadstar.co.uk, September 26th 2014)

RAIL TRANSPORT

ROTTERDAM-AUSTRIA BY RAIL

European Gateway Services has introduced a direct train service between Rotterdam and Austria.

European Gateway Services, part of ECT, has introduced a new shuttle service, connecting Rotterdam with Vienna and Enns, each with two weekly pairs.

All connections can provide further steel wheel connections to Linz, Graz and further locations.

Everywhere in Upper Austria, Lower Austria and Styria (Steiermark), European Gateway Services offers local C & D services up to the front door.

"Shipping companies, logistics service providers and shippers will have a serious alternative for transport via the Northern German ports through this Austria-Rotterdam shuttle," stated the company.

The service will help strengthen Rotterdam's position in Austria, which European Gateway Services admits has come under pressure in the past years due to the competitiveness of intermodal rail over Hamburg/Bremerhaven.

In Austria, Roland Spedition acts as the local agent for bookings and transport to and from destinations.

The service caters for swap bodies and inland containers as well as shipping boxes.

Rail traction is provided by Rail Cargo Austria and TX Logistik.

Mark van Andel, director of European Gateway Services, said: "For many shipping companies, Rotterdam is the first European port of call.

With our Austria-Rotterdam shuttle, import cargo will always arrive faster in Austria than through other Northwest European ports.

There are also benefits for export cargo, especially when Rotterdam is the last European port of call.

The shuttle is a real alternative and offers exactly those benefits that can make the difference for the customer."

(from: worldcargonews.com, September 27th 2014)

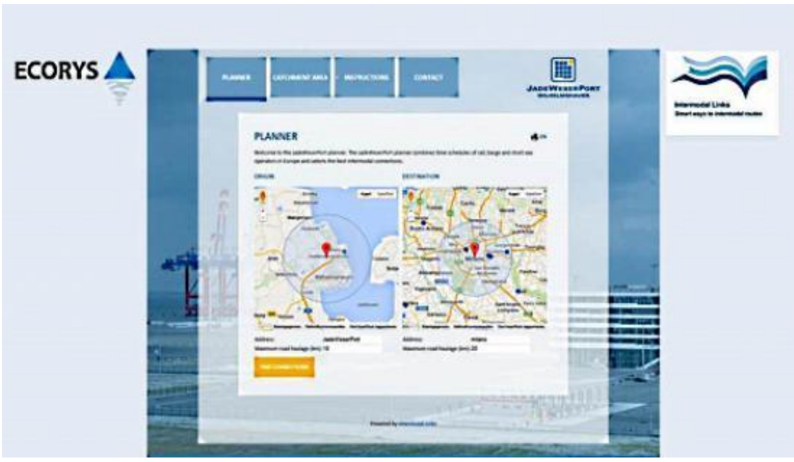
INTERMODAL TRANSPORT

WILHELMSHAVEN PLANNING TOOL

Belgium-based Ecorys has installed its "Intermodal Links" intermodal planner for Container Terminal Wilhelmshaven.

The planner is designed to support Eurogate-operate CTW's efforts to achieve its growth targets.

Logistics companies, says Ecorys, can save on costs and reduce their environmental impact by using intermodal transport to and from the port area.



The online planner shows the optimal route to almost all locations in Europe and helps unlock the intermodal hinterland of Wilhelmshaven.

The 16-track on-dock multimodal transport terminal in Germany's only natural deep water container port turns out to have more connections than expected with the new Intermodal Planner.

It provides access to the schedules of 40 intermodal transport operators with direct and indirect connections to/from Wilhelmshaven.

This will "unlock" hinterland routes over Wilhelmshaven to-from around 160 intermodal terminals in 27 countries (21 in the EU and six in Russia, the Levant and North Africa).

The online planner will be launched officially during Intermodal Europe 2014, which takes place 11-13 November in Rotterdam.

(from: worldcargonews.com, October 11th 2014)

TRANSPORT & ENVIRONMENT

LOW-SULPHUR FUEL SWITCH INCREASES LOSS OF PROPULSION RISK FOR SHIPS IN EUROPE'S ECAS

OOCL is the latest ocean carrier to announce a low-sulphur fuel surcharge from January 1, the date when stricter IMO emission control regulations come into force for ships transiting the ECA regions of the Channel, North Sea and Baltic Sea.

The maximum sulphur content in bunker fuel permitted in the ECA zones will reduce from 1% to 0.1%, requiring ship operators to switch to tanks of distillate fuel, which is around 50% more expensive.

In a customer advisory, OOCL said: "At this time, it is very difficult to predict the exact financial impact of this new regulation (due to the unpredictable and fluctuating nature of fuel prices) on our operations.

But once the new regulation is in effect, it is our intention to adjust our Bunker Adjustment Factor (BAF) formula to incorporate the new LSMGO (low-sulphur marine gas oil) 0.1% fuel costs, using the actual ratio required on the round voyage."

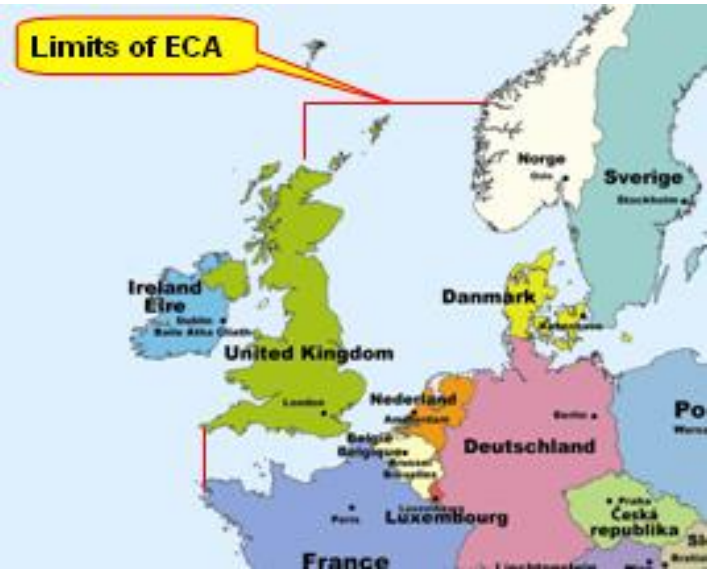
The hike in fuel costs could come at a difficult time for OOCL and its peers, if attempts to impose general rate increases continue to fail and cargo demand is soft, thus making the surcharge difficult to implement.

Notwithstanding the financial implications, ship operators and P&I clubs are expressing some concern about the requirement for frequent changeovers between different types of fuel.

From January thousands of ships will need to switch tanks to low-sulphur fuel as they approach the boundaries of the European ECAs and, based on experience in California, there will almost certainly be transition problems.

Following the stricter regulations in Californian waters, where the lower limit was imposed this January, the number of LOP (loss of power) incidents spiked as ships struggled to adapt to the switch to low-sulphur fuel.

In an alert to its members, P&I club Gard highlighted the problem of the very low viscosity of low-sulphur fuel and advised:"When changing to low-sulphur fuel, several engine problems can occur; one of which is thermal shock in the fuel system due to the rapid change in temperature and poorer lubrication qualities of low sulphur fuel.



"This can result in sticking/scuffing of the fuel valves, fuel suction valves and fuel pump plungers, which can lead to shut down of the main engine followed by manoeuvring problems."

Experts have also flagged up the very real risk of external combustion or fire from leaks caused by the introduction of distillate fuel into the system.

For the avoidance of problems, Gard recommends that the changeover procedure should be practised before entering restricted waters, especially on ships that do not regularly perform fuel changeovers.

To date, none of the LOP incidents in Californian waters resulted in a collision or grounding, but in Europe, with more than 500 ships a day transiting the world's busiest shipping lane and crisscrossing between ports, the risk of maritime casualties could be significantly greater in the first weeks of the new ECA requirements.

(from: theloadstar.co.uk, September 25th 2014)

INDUSTRY

INFRASTRUCTURE COSTS NEED TO BE CONSIDERED IN BUILDING 24,000 TEU BOXSHIPS

Infrastructure constraints could put the brakes on further growth in ultra large containerships sizes even if they are technically possible according to classification society DNV GL.

Jost Bergmann, DNV GL business director for containerships, said that average size of boxships had been increasing dramatically by around 5.5% a year.

Of the current orderbook more than 40% of the vessels are in excess of 13,000 teu capacity.

Bergmann told a seminar in Singapore on Tuesday that so far this year roughly 140 newbuildings ordered with 1.1m teu of capacity.

"We believe we see some moderate newbuilding activity in the next few years maybe around 200 vessels a year, and we also believe there will be a focus on the larger, more energy efficient vessels," he said.

While the largest vessels currently on order go up to 19,000 teu in capacity as lines seek lower slot costs, infrastructure costs and constraints could be starting to outweigh the benefits of even bigger boxships.

"We believe its worth looking at the total picture of where ship size will go in the future.

We should also have a look at the infrastructure costs which are developing at an opposite way to slot cost," Bergmann explained.

Moving up to the possible 24,000 teu capacity vessel would need larger cranes, reinforced berths, bigger turning basins, deeper water and investment in landside infrastructure such as road and rail connections.

Port congestion being seen this year in Europe and now Asia was a possible sign of infrastructure problems already starting to appear.

However, according to DNV GL the 24,000 teu ship is technically feasible, although it would have some challenges.

"If liner companies insist on getting 24,000 teu ships it is possible from a naval architecture point of view," he said.

A 24,000 teu ship would 430 m long compared to 400 m for a 19,000 teu ship and have a beam of 64 m compared to 59 m.

"If the vessels are longer then in the upper parts of the ship steel plates of 100 – 110 mm may have to be used to ensure it is strong enough, which poses challenges not just for the shipyards but also the steel mills," Bergmann explained.

The size of container tiers in the cargo hold would also be increased from 11 to 12, which would result in weight restrictions on the cargo carried as only 11 containers can be stacked on top of each other without crushing the boxes at the bottom.

(from: seatrade-global.com, September 30th 2014)

LOGISTICS

LONDON GATEWAY SELECTS IMPORT SERVICES TO RUN PORTCENTRIC LOGISTICS OPERATION

London Gateway has moved forward with the development of what will eventually be Europe's largest logistics park after this week awarding the management contract of its common user facility to Import Services Ltd.

As previously reported in The Loadstar, the portcentric specialist had been looking at expanding beyond its Southampton base, and was this week been awarded a five-year management contract, with options, to operate the facility when it opens in March next year, after a selection process run by London Gateway.

Set to be the first warehouse operating adjacent to London Gateway, the facility will initially offer 185,000sq ft, with a second phase of development taking it to 350,000sq ft, and Import Services will "provide a pay-as-you-go service moving inbound containers from the terminal into the distribution centre, devanning the boxes, storage of goods, picking and packing," according to the company's client services director Mike Thomas.

He told the Loadstar: "It will be high volumes and will involve a large element of cross-docking, principally of fast moving consumer goods."

Large volumes of FMCGs moving across the docks of the UK's newest container terminal will ultimately depend on it winning a regular Asia-Europe deepsea service, rather than the ad hoc calls it has hitherto served.

"I am absolutely confident that this will happen," Mr Thomas said.

This week's deal will provide a fillip to DP World executives keen to get the logistics park back on track after Marks & Spencer pulled out of its project to build a 900,0000sq ft national distribution centre there in May, mainly due to the pressure that the capital expenditure put on the retailer's already stressed balance sheet.

Mr Thomas said that the common-user, pay-as-you-go concept allowed shippers to trial both the container terminal and location of the logistics park and push business through the port without committing large amounts of funds or risk upfront, and the facility will also be open to business from other forwarders, as well as to the multinational 3PLs.

"The larger boys that haven't yet taken a decision on developing a 1m sq ft facility will be able to use us to dip their toe into the water – it's a very flexible, variable cost model," he said.

"There are trigger points for the second phase, and I am targeting that by the end of year two we will be moving into the second phase," he added.

Under the terms of the deal, DP World's London Gateway has funded the construction of the facility with Import Services purchasing the racking and IT systems.

London Gateway head of supply chain Peter Ward said: "This model has been developed based on market demand that we have identified through extensive research.

We identified demand directly from the cargo owners for these services.

"While household retail names have the option to develop their own dedicated buildings on the nine million square foot logistics park, we intend to make sure that the port-centric and market-centric benefits of using London Gateway are accessible to all, irrespective of size, including cargo owners, freight forwarders and 3PLs.

However, even the larger operators have recognised the benefits of using the common user facility because it enables them to further optimise their supply chain by back-loading into their existing networks."

Having recently completed an extension to its main Southampton warehouse – which was similarly funded in conjunction with port owner ABP – Import Services, which lists John Lewis, Amazon, Harrods, Tesco, Toys R Us and El Corte Ingles among its clients, needed to expand geographically, Mr Thomas explained to The Loadstar.

“We had got to a position in Southampton where we had been seeing 15% growth year-on-year and had run out of options to grow further, and at the same time we have always wanted to have a twin-port strategy in the UK.”

Other larger UK freight service providers are also developing twin-port logistics strategies.

Uniserve’s existing London Mega Terminal, adjacent to Tilbury is around 10 miles from London Gateway, and the company is also constructing a large warehouse on what is effectively the last parcel of logistics land available around Felixstowe.

However, Mr Thomas also added that London’s Gateway’s immediate proximity to a large local market combined with nearby access points to continental markets represented another area for growth.

UK and international retail volumes handled by Import Services that are transhipped in the UK and moved into continental Europe have grown strongly in recent years as e-commerce sales, abetted at times by favourable exchange rates, have allowed retailers to penetrate new markets.

London Gateway’s potential to act as an international hub was a significant attraction.

“A big part of what we do in Southampton is linking into retailers’ sales in continental Europe, whether that is e-commerce goods for which we use DHL Express and UPS for international parcel deliveries, or larger freight using pallets which are connected to Europe using hauliers’ line haul operations.

“We have developed a number of successful partnerships to service markets across Europe – next day deliveries to the major cities, and slightly longer for anywhere from Scandinavia to Iberia – and London Gateway offers huge potential for developing those sort of trade routes.

“Look at the ferry services going out of Tilbury offered by the likes of P&O – we fully intend to begin exploring these opportunities.

In addition there are a large number of parcel hubs in East London to support e-commerce volumes,” he said.

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

LAW & REGULATION

IMO TAKES IMPORTANT STEP TOWARDS ELECTRONIC CERTIFICATES

In the future, the IMO member States should accept the use of electronic certificates.

This is the request of the Facilitation Committee (FAL) and, hence, the road is paved for less paperwork, nuisance and delays for the shipping industry.

In the future, it must be easier to use electronic certificates.

This was decided by the Facilitation Committee of United Nations' International Maritime Organization (IMO) on Friday when it approved a set of updated guidelines on the use of electronic certificates.

”These new guidelines constitute a major leap forward for electronic certificates.

Hereby, the IMO is sending a clear signal that port State control inspectors, vetting companies and other maritime players should accept the new e-certificates just as well as paper certificates”, says Director General of the Danish Maritime Authority Andreas Nordseth.

Danish presentation provided food for thought

For years, Denmark has been striving to bring the international regulations of the shipping industry into the 21st century, including to reduce the paperwork and barriers to electronic solutions in an otherwise ultramodern line of business.

Therefore, the Danish Maritime Authority had invited Mr. Thomas Mørk, Vice President of Marine Standards at DFDS A/S, to deliver a strong message to the IMO Facilitation Committee.

”It is about time that the maritime world changes from burdensome paper certificates to modern electronic certificates”, said Mr. Thomas Mørk.

His message was the conclusion of a pilot project where the Danish Maritime Authority and DFDS A/S have tested electronic certificates in practice.

The project showed that there are savings to be gained both in terms of time and money, just as there are no major technical or legal barriers to getting started.

Therefore, the task consists, first and foremost, in gaining international acceptance of the fact that electronic certificates are superior to paper certificates in all areas.

It was evident that the presentation provided the many listeners with food for thought.

Now, FAL documentation can be sent electronically.

The transition from paper to electronic solutions also progressed in another area at the meeting of the Facilitation Committee.

After five years' work modernising the FAL Convention, it was approved that flag and port State authorities should accept ships' transmission of the so-called FAL documentation electronically – and thus the ships need not fill in paper forms.

It is expected that the amendments of the FAL Convention will be adopted at the next session of the Facilitation Committee to be held in 2016, thereby reducing yet another major burden imposed on the shipping industry.

(from: hellenicshippingnews.com, September 30th 2014)

STUDIES & RESEARCH

DREWRY EXPLORES GLOBAL PORT CONGESTION

Port congestion has hit the news lately, but the reasons for it varies widely in different regions and may be a short-term issue in some areas, according to the latest issue of Container Insight from Drewry Maritime Research.

Drewry also concludes that since the recent port bottlenecks have been reported in Asia, North Africa, North Europe and the U.S., the problem is not solely due to problems in emerging or developed markets.

The analysts say reasons for port slowdowns in various regions include labor strikes, fear of strikes, adverse weather conditions, and port infrastructure upgrades and repairs.

Off-schedule ships, particularly the mega-ships that are slow sailing to save costs, is also a factor.

There is evidence of a more chronic problem at ports where three shipping lines have imposed congestion charges over the last five years—Tunisia, Venezuela, Bangladesh and the Philippines.

U.S. ports are also among those from which a congestion surcharge could be levied by carriers, but only in the event a labor slow down or work stoppage.

Looking ahead, Drewry researchers say three world regions are projected to see double digit increases in their average regional terminal use by 2018: Greater China, West Africa and Southern Africa.

Of these, they note Greater China is clearly highly significant given the scale of volumes in the region (198 million TEUs in 2013 compared with just 8.4 and 5.4 million TEUs, respectively, in the two African regions).

Other regions forecast to see a marked increase in average utilization levels are the West Mediterranean, North Asia, South East Asia and East Coast South America, with increases in the 7-10 percent bracket, according to the report.

In conclusion, Drewry forecasts that short-term port congestion will always occur in certain places but in the long-term, several global regions will need to be monitored because their proclivity for congestion will likely increase significantly over the next 5 years.

(from: cargobusinessnews.com, September 30th 2014)

REEFER

MAERSK TO "THINK INSIDE THE BOX"

Maersk is determined to take a less adversarial, data-driven approach to managing reefer cargo liability.

In a key note address at last week's Cool Logistics Global conference in Rotterdam, Thomas Eskesen, head of reefer management at Maersk Line, said: "It is time for us to work another way and that means thinking inside the box.

We have to identify the root causes of any problems that occur, for example a damaged cargo of perishable products, and that means analysing all of the data and then basing settlements on the facts.

I genuinely believe this approach can lead to happier customers and can improve the cold supply chain by helping to prevent similar problems happening again."

In the reefer shipping business, the factors that can lead to cargo being damaged are widespread and without a proper assessment of the data, it can be difficult to identify where the problems occurred and which party(ies) were responsible for it.

"Yet, currently, when a customer encounters a problem with a shipment, the lawyers are invariably contacted, the claims process starts but with settlements resolved on the basis of "gut feelings" before any court case.

This is not satisfactory and results in only semi-happy customers."

By changing the mind-set and working more closely with shippers/consignees on the basis of data available, Eskesen believes that real improvements can be accomplished in the supply chain.

He also sees this greater openness between the parties as assisting innovation and best practice.

Such improvements are needed as the incidents of damage to perishable cargoes, post-harvest, remain stubbornly high, averaging 30% globally.

He concluded: "I see data as being the future driver of this industry and it is important that we tap it and use it to improve shipping practices and cargo coaching skills."

But the executive also said that Maersk was extremely versatile and proactive.

"While we have a vast toolbox at our disposal in order to improve our services and cut our costs, sometimes it comes down to how quickly and how effectively you respond to events that you do not expect to happen.

Take the Russian sanctions on Europe and their ban on Norwegian salmon, we have positioned more reefers into Chile so Russian buyers can continue in business."

(from: worldcargo news.com, October 6th 2014)

ON THE CALENDAR

- 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.