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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

PORTS AND TERMINALS

HAMBURG LOOKS TO RELIEVE MEGA-SHIP CONGESTION WITH DATA SHARE SCHEME

The German port of Hamburg has taken another step towards trying to resolve the congestion that has afflicted it for the best part of a year, since it began servicing increasing numbers of ultra-large container vessels (ULCVs), with the launch of its Nautical Terminal Coordination (NTK) operation.

The NTK draws on the success of the port’s Feeder Logistics Centre (FLZ), which was developed several years ago to boost the efficiency of feeder operators – upon which the port so heavily depends – who needed to consolidate their terminal calls to be able to service the volumes handled.

One of the key factors that caused Hamburg’s congestion earlier this year was the late arrival of a number of ULCVs, often due to the awful weather conditions in the early months of 2014 and which caused huge spikes in volumes.

The challenges that a ULCV call at major European hubs create should not be underestimated by shippers and forwarders.

Many terminal industry conferences have centred on the question of how a terminal will be able to handle exchanging 5,000 boxes in a single call – in fact, the reality is that many ULCVs which have called at Rotterdam and Hamburg have exchanged considerably more.

Hutchison Ports Europe boss Clemence Cheng told The Loadstar a few months ago that the ECT facilities in Rotterdam were regularly handling 7,000 containers per call, and in some cases that had got up to as much as 10,000 boxes.

Hamburg has begun to model the demands that handling 12,000 boxes in a single call would create, and it’s daunting – that number of boxes would occupy 40% of the port’s Altenwerder terminal in a single go, and require 12 feeder vessels, 60 trains and 3,000 trucks, according to Verena Flitsch, a research assistant at the Fraunhofer Centre for Maritime Logistics and Services, which has been looking into solution for the congestion.

The NTK initiative, a joint venture between the four main container terminals and the port’s largest bulk terminal, will track shipping movements and

coordinate terminal handling activities, said its managing director Heinrich Goller.

"It's the job of Nautical Terminal Coordination to pool communication channels and to identify the interdependency of decisions made in mega-ship handling early on and to resolve these issues as far as is possible.

"In contrast to public port authorities, we already track the ships on their approach routes, for example all the way from Gibraltar, and in particular from the previous ports.

We are therefore able to spot potential disruptions very early on and to then develop operation-based proposals," he said.

In addition, Ms Flitsch said that HHLA and Eurogate, the port's two box facility operators, are developing a vehicle booking system for truckers which is expected to be implemented in the early part of next year.

Ms Flitsch argued that for a long-term solution to the problem, which is only likely to get worse with the increasing numbers of ULCVs operating between Asia and North Europe, a much higher level of data integration would be necessary.

"There's a lot of information that isn't utilised that could be.

A combination of data sources is a starting point for integrating inland traffic management with ship reliability and loading data.

"Data sources can be enriched with event notifications such as bad weather or strikes and advanced traffic models offer the possibility to forecast demands, adjust equipment needs, and manage seaside and hinterland traffic flows," she said.

One system that is undergoing development is an innovative self-learning system called Truck Wait Time Forecasting at Hamburg University of Technology, which sees historical wait time data combined with stochastic event information, which would require truck drivers, forwarders and other port customers that work it on a day-to-day basis to constantly update the system with traffic details.

“The key concept is that truckers and freight forwarders share arrival information at logistical nodes in ports, and receive incentives to do so, such as flexible storage fees or extra time to pick up import containers,” she said.

The system would run as a smartphone app and is expected to trial in the port at some point next year.

(from: theloadstar.co.uk, November 18th 2014)

MARITIME TRANSPORT

RECORD PRICE DROP ON ASIA-EUROPE ROUTES

Box prices on the Asia-Europe trade fell nearly 21% last week, representing the largest ever weekly decline on the route and effectively eroding recommended increases by carriers at the start of November.

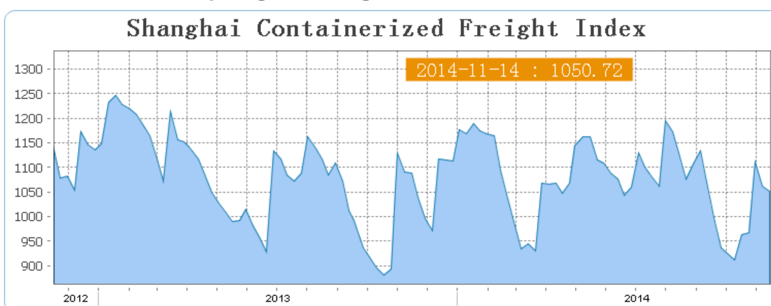
Last week's Shanghai Containerised Freight index shows that prices between Asian and European ports fell 20.5%, or $241, to $934 per teu.

Following the partial success of general rate increases implemented on November 1, rates were as high as $1,312, which means that they have fallen by as much as 40.5% in just two weeks.

Regular Containers Freight Weekly commentator Richard Ward also warned of worrying reports that indicate that rates as low as $1,600 and $1,700 per feu are available suggesting that this week's SCFI will offer little comfort.

He also noted that as a result of last week's declines, Asia-Europe rates have now fallen for 33 out of the last 45 weeks.

"Just as worrying though is there has not been any sustained organic increases during the course of 2014, with meaningful increases only being attributed to GRIs," he said.



"Unsurprisingly there have been additional GRI announcements on the route of around $800 per teu effective from 1-15 December, depending on carrier," he said.

"Whether demand will be strong enough to support such an increase is still unclear and it could easily aspire that the increase will be pushed back to coincide with pre-Chinese New Year cargo."

Meanwhile, from Asia to the Mediterranean, the rates also slipped $178, or 14%, to $1,127 per teu.

On routes from Asia to the US west coast however box prices climbed last week to $2,090 per feu, up $163, or 8.5%, according to the latest SCFI.

Rates were also up to the US east coast this week jumping $249, or 6.3%, during the seven-day period to $4,190 per feu.

Last week’s Comprehensive Index, given the dramatic declines witnessed on the Asia-Europe trade, fell by 11.74 points, or 1.1%, to 1050.72 points.

The latest World Container Index also shows similarly large declines on services operating from Shanghai to Rotterdam after they fell for the second consecutive week, slipping $350 to $2,219 per feu.

In the opposite direction rates remained at $830 per feu.

Prices from Shanghai to the US west coast Port of Los Angeles, which continues to suffer from severe congestion, fell $132 to $1,880 per feu, according to the WCI.

Rates on the return journey stayed flat at $660 per feu.

Last week’s Hong Kong-Los Angeles container freight rate benchmark, published by Drewry, dropped $50, or 2.7%, this week to $1,825 per feu.

Drewry said that its still expects this figure to increase this week on the back of the mid-November GRIs.

(from: lloydsloadinglist.com, November 17th 2014)

RAIL TRANSPORT

THE TEST OF RAIL ROUTE FROM CHINA TO SPAIN STARTED

China has opened the world's longest train journey, crossing the whole of Central Asia and Europe writes Digital Journal.

Labeled the new Silk Road, it is likely to give a major economic boost later to trade between China and the EU.

Its route will, according to officials, start from the city of Yiwu on the Pacific Coast to Madrid, the capital of Spain.

The Washington Post reports that the journey will take 21 days and cover 6,200 miles (9,977kms).

This makes it 450 miles (724kms) longer than the Trans-Siberian railway between Vladivostok and Moscow, which previously held first place.

According to RT, the train will pass through China's western region of Xinjiang and then continue through Kazakhstan, Russia, Belarus, Poland, Germany and France before reaching Spain.

It would be roughly the equivalent of a train journey from New York City to Bogata, Columbia, in South America.

It departs from Yiwu, which is a centre for small consumer products, some 200 miles south of Shanghai.

The Washington Post describes the city as a "home to a curious mix of foreign businessmen and petty traders, including a large community of Arabs."

China's aim is to expand its trade with the European markets, which amounts to more than $1 billion per day.

The train is one of many similar long distance rail links in the pipeline.

The goal is to "reduce dependence on sea and air cargo transport," according to China's state press agency.

At the moment, the running of the rail link is expensive, but authorities say that as trade expands, its costs will fall.

The train will pull 82 cargo wagons and a test route run at the beginning of the year, which ended in Central Asia, already brought in an extra $39 million in trade for the Yiwu region.

(from: railwaybulletin.com, November 25th 2014)

ROAD TRANSPORT

POLAND BOOSTS POSITION AS EU'S LEADING INTERNATIONAL HAULIER

Poland has consolidated its position as Europe's leading international road haulage nation according to annual figures just published by France's road freight data agency, the Comité National Routier (CNR).

Its trucking firms clocked up 147,274 million tonne kilometres (mtk) of international traffic movements in 2013, an increase of 10.5% on the previous year.

Second behind Poland was Spain, followed by Germany, although international traffic carried by hauliers in these countries declined by 0.4% (Spain) and 6.6% (Germany).

Polish hauliers alone now carry close to one-quarter of international road freight in the EU and increased their 'cabotage' activity by almost 40% in 2013, the CNR figures show.

They now have a 27% share of the EU 'cabotage' market, freight movements between two or more markets that do not includes the haulier's home country.

Global international traffic across the 28 EU member states in 2013 was up 6.1% on the previous 12 months.

The 13 'new' member states that joined in or after 2004 posted average traffic growth of nearly 10% compared to only 2.2% for the 15 longer-established states.

Six of the top 10 places for international haulage are occupied by these 'new' EU member states, with the outstanding performers being Lithuania (+13.3%) and Romania (+26.7%).

The Czech Republic, Hungary and Slovakia also posted solid growth.

The Netherlands (+10.7%) and Portugal (+23.1%) were the remaining countries in the top 10, which reads: Poland, Spain, Germany, Netherlands, Czech Republic, Portugal, Hungary, Slovakia, Lithuania, Romania.

Notably, hauliers from the UK, France and Italy – three of the EU's largest four economies – do not appear in the top 10.

UK hauliers, ranked 18, increased their international traffic by 1% in 2013, but international business only represents 5% of UK hauliers' business, while almost 60% of Polish hauliers' total business is on international routes.

(from: lloydsloadinglist.com, Novembre 17th 2014)

INTERMODAL TRANSPORT

RUSCON LOOKS TO DOUBLE SERVICE FROM THE RUSSIAN PACIFIC TO MOSCOW

Ruscon, part of the GCS Group, is considering doubling the frequency of its weekly fixed day intermodal service from the port of Vostochniy in the Russian Pacific to Moscow.

The block train service, with a transit of just 11 days, has proved so popular with shippers from China and south-east Asia that it is already running close to capacity.

"The reliability and speed of the service, including our unique ability to deliver the containers to final consignees anywhere in Russia, has attracted both Russian importers and international customers," says Andrey Chernyshev, Director Sales of GCS.

The intermodal service, with a capacity of 154 TEU, was initially launched earlier this year mainly to offer shippers in the Moscow region a fast regular rail link to the Russian Far East via Khabarovsk.

"Since then we have also been building a customer base for a wide variety of cargo, including FMCG products, machinery and foodstuffs, on the westbound leg as well," explains Mr Chernyshev.

The train departs from port of Vostochniy, near the city of Nakhodka, every Sunday, arriving at the GCS-owned MANP terminal in Moscow 11 days later on a Thursday.

The terminal has a fully equipped container yard, bonded storage and warehouses for container stripping if required, as well as a trucking fleet for on-carriage to end customers.

"Our intermodal service from Vostochniy is unique in that we offer delivery to the full range of final destinations in European Russia – from the north-west, including the port of St Petersburg, to southern Russia.

These are both areas where Ruscon and GCS have many years of experience and expertise," he says.

GCS, one of the top ten container transport companies in Russia and the CIS, has invested heavily the MANP terminal, 45 km south-east of Moscow, since it acquired the facility in 2006.

It offers regular intermodal services to a range of destinations in inland Russia, including the most remote provinces.

These rail services offer fast reliable links for shippers sending cargo to the Urals, Siberia and the Russian Far East, and also help ensure that producers in those areas have sufficient containers for export.

"We have been delighted with the response to our weekly intermodal service between Vostochniy and Moscow, so we are looking at launching a second service to meet demand," says Mr Chernyshev.

The total number of containers dispatched since the pilot run of that service in August is 1100 units or 1797 TEUs.

GCS

Global Container Service (GCS) has worked successfully in the Russian container market since 1995.

Beginning as a liner agency, today it is among the top ten container transport companies in Russia and the CIS.

GCS belongs to one of Russia's largest transport holding companies, Delo, which also owns several terminal assets in the port of Novorossiysk.

The GCS Group consists of seven companies in various fields of container shipping including agency, logistics and terminal operations.

It is active in all of the major container ports and provinces of Russia, as well as in neighbouring CIS countries and overseas.

The group has ambitious plans to continue to expand its existing companies and to add new ones in order to meet the growing demand for professional transport services in Russia, the CIS and further afield.

GCS has announced a strategic target of doubling its container throughput and tripling revenue over the next five years.

This will be achieved through consolidation of its vertically-integrated systems to enable seamless delivery of containers to any destination in Russia and worldwide.

GCS relies on its 1,200+ staff and close partnerships with leading Russian and international transport companies to help it meets its targets.

Ruscon

Ruscon, the multimodal subsidiary of GCS, is one of the leading transport operators in the Russian container industry.

Its experienced team of approx. 900 people in 11 offices throughout Russia and CIS handles over 200,000 TEU a year.

Based on a combination of GCS-owned facilities and cooperation with leading international and Russian logistics providers, Ruscon manages cross-border and cross-continent product flows to and from Russia.

The company provides comprehensive supply chain solutions by arranging ocean freight, deliveries by truck and train, terminal handling, storage and forwarding.

(from: allaboutshipping.co.uk, Novembre 17th 2014)

TRANSPORT & ENVIRONMENT

LOW-SULPHUR LAWS COULD FORCE A REDESIGN OF ASIA-EUROPE CONTAINER SUPPLY CHAINS

The creation of the sulphur emission control areas (Secas) at the beginning of next year could lead to a fundamental redesign of Asia-Europe container supply chains, delegates at this week's Intermodal show in Rotterdam heard.

Mike Garratt, managing director of MDS Transmodal, said the new regulations – which will see ships forced to burn fuel with a 0.1% or less sulphur content when steaming in the Channel and North and Baltic seas, thus having to effectively switch from the normal heavy fuel oil (HFO) to distillate marine gas oil (MGO) – are likely to lead to significantly higher shipping costs as carriers introduction Seca surcharges.

Several shipping lines have already announced such surcharges to be implemented on 1 January, with sliding scales depending on how far into a Seca the shipper's cargo is moving.

Maersk has set it at $50-150 per teu, MSC at $15-130 per teu, CMA CGM at $40-230 and north European feeder and shortsea operator Unifeeder, which almost exclusively operates within the Secas, at $88 per container.

However, modelling undertaken by Mr Garratts's company has questioned those levels.

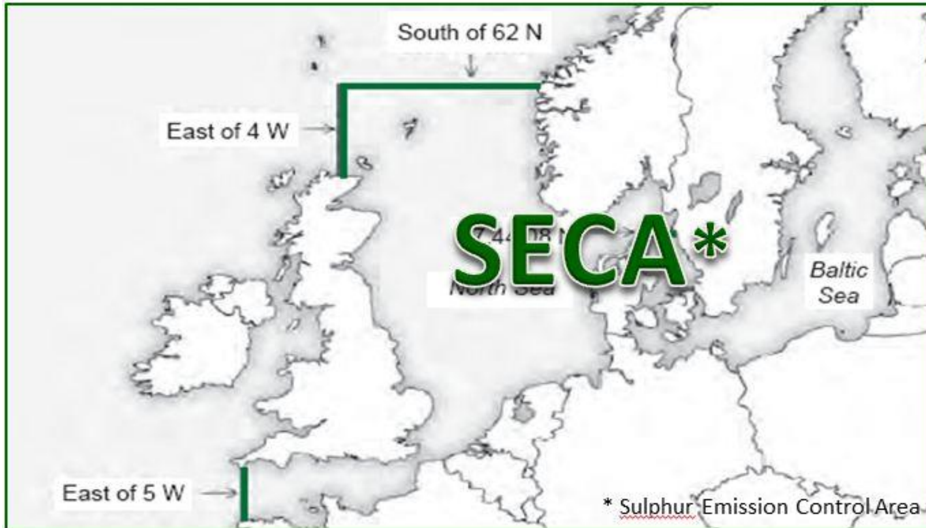
Assuming that fuel prices remain at today's levels, and that MGO continues to be 50% more expensive than HFO, Mr Garratt has calculated that the bunker cost per teu on a transatlantic service where some 31% of the distance would be within a Seca – the US is also imposing the same regulation on its coastlines – would increase from $208 to $240; on a transpacific service with 7% of the distance within the Seca, it would increase from $448 to $462; and on an Asia-Europe service with 7% within a Seca, it would rise from $452 to $468.

"The service that is going to see the greatest increase in costs due to the new regulations is a transatlantic operation from Finland to the US," he said.

But he also questioned whether as a result of the higher costs, there would be a shift in cargo away from North Europe.

"The UK for example, has some major ports – Liverpool and Bristol – which are outside the Seca, and there's no reason why it couldn't be served through them.

In fact, while the leading four European ports are all inside the Seca, 53% of the deepsea box traffic generated in Europe destined or from countries within the Secas, a proportion that rises to 70% when you take into account non-EU countries.



"It may be that the lines increasingly realise that it makes sense to serve Europe through Mediterranean ports – indeed, shipping lines are already increasing their presence there, with the 2M alliance planning 10 Asia-Med services compared with 12 Asia-North Europe services," he said.

He suggested that French ports such as Marseilles and Nantes could see an increase in volumes if the intermodal services out of them provided strong enough links to the hinterland, while a call at a north-west port outside the Seca could result in a possible $64 saving per loaded container.

"The actual cost increase will depend on the distances, but it is another aspect to add to the tension between lines and their customers – generally shippers are poorly informed about true shipping costs," he said, adding that this discouraged long-term relationships between lines and their customers.

He also suggested the relationship between lines and ports would change.

"In this sort of environment, port terminals will rely more and more on the quality of their inland links, and intermodal operators may ally themselves much more closely with ports rather than lines – supporting the offer a port can make.

"The extension to this is that the integration of inland terminals is likely to be a consequence of the move to larger ships and the industrial concentration taking place in liner shipping," he said.

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

LOGISTICS

IN A FAST-CHANGING ENVIRONMENT, SHIPPERS REMAIN SHY OF LONGER-TERM 3PL CONTRACTS

There has been little sign of shippers looking to extend contract lengths with logistics service providers, delegates at EFT's annual 3PL summit in Amsterdam heard this morning.

Despite a prolonged industry debate, over a number of years, that shippers and 3PLs should develop long-term partnerships, there has been little movement toward lengthening contract terms between them – which some argue would allow service providers to put greater investment into tailored customer solutions.

Hewlett-Packard's EMEA ESSN manager of logistics, Mark Schneider, said that three-year contract lengths remained the upper limit, adding that there was no move on the electronics giant's part to move to 10-year, or even five-year lengths.

"We just couldn't go to that level.

We don't get that kind of commitment from our customers, so it is next to impossible for us to extend our 3PL relationship from three to 10 years," he said.

Robert Kearns, senior director of European business development for Ingram Micro Supply Chain, said the it was more likely that the reverse was true.

"I have also heard it talked about at various conferences but not once has it ever passed my desk," he said.

"On the contrary, there appear to be more break clauses being inserted into contracts, which stifle investment on the part of a 3PL because you have less guarantee of the contract reaching its end."

However, he also argued that the rapid changes the retail landscape had undergone in the past few years provided some explanation for that.

"The dramatic shift to e-commerce is changing everything, and it has made it very difficult for customers to think about extending contract lengths when often they do not really know what their business is going to look like in 18 months," he said.

But logistics services providers with a mix of long-term logistics and freight businesses should welcome that reluctance, argued APL Logistics Benelux managing director Peter Jasperse.

"I can fully understand that you want to have a contract if you are a 3PL, but if you are in freight you need to have the ability to move with the market," he said, and suggested that there are other ways to structure investments in capabilities for particular contracts.

"What we often look to do is go for joint-venture with customers in terms of jointly developing IT solutions for a particular supply chain – then it becomes a partnership rather than a long-term relationship," he said.

(from: theloadstar.co.uk, November 19th 2014)

RISKY ALLIANCES NEED CONTROLS, ESC WARNS

The European Shippers' Council (ESC) has warned that recent moves towards a global container line market in the hands of four major alliances is "a risky development for a free market for transport of goods over sea", claiming this would be bad for lines' customers and end consumers "in terms of price and quality of service", if competition authorities do not impose strict conditions on the operation of the alliances.

"In the past few months, there has been a global move towards more consolidation in the maritime container market," the organisation observed.

"Following this concentration, world trade is now facing a market dominated by four major alliances that represent more than 95% of the total container vessel capacity worldwide."

The ESC, which was originally set up to oppose the now outlawed "Conference" system of container line alliances or cartels, said ship-owners had been pushed to this rationalization to limit costs and reach economies of scales with ever-larger ships and enhanced cooperation.

Consortia	East-West	Eur-FE	Transpac	Transat
2M	27%	34%	15%	40%
CCU	15%	20%	13%	6%
CKYHE	25%	23%	32%	4%
G6	28%	20%	33%	38%
All	**95%**	**97%**	**93%**	**88%**

Since the rejection by China's authorities of the proposed P3 alliance between Maersk, MSC and CMA-CGM – which "concluded it was harmful for Chinese businesses and considered the alliance to be more characterized as a merger between the two main ship operators of the world, than to be a Vessel Sharing Agreement", there had been an acceleration of the cooperation process.

Maersk and MSC have decided to cooperate in 2M; G6 has reinforced its cooperation and included the United States in its scope; Evergreen (the world's fourth-largest container ship owner) has joined the CKYH alliance and CMA-CGM, UASC and CSCL have built an alliance name Ocean Three, the ESC observed.

“All these alliances are reaching a critical point now (only CKYHE is still under scrutiny of the FMC) and they will be allowed to operate without strict or even any control at all.

ESC, as the shippers’ representative organizatin, is seeing the aggregation of the market within four huge alliances as a very risky situation,” the organisation said.

“Indeed, too much market share in too few hands will lead to an oligopoly where the service quality will be endangered.

Ship-owners will be, of course, tempted to rationalize even more services to save more money and increase revenues.

Extremism in rationalization will take the form of the reduction of the number of direct calls, reduction of the number of services, increase of prices, etc.”

It said that the US Federal Maritime Commission (FMC), through Commissioner Lidinsky, had also acknowledged the potential competition threat of such a situation and was supporting the organisation of a global summit on competition with competition authorities from the US, China and Europe, and possible other authorities.

The European Shippers’ Council said it “warmly welcomed this opportunity to deal with this global concern at the correct level with more involved competition authorities”.

To prepare this summit, and to be able to promote its position, the ESC said it would be meeting with the European Commission’s competition directorate “DG COMP” and present its plan for the creation of a monitoring system for alliances.

It said American and Asian shippers’ councils would, of course, be encouraged to take the same approach towards their national competition authorities.

“As an example, the European Shippers’ Council is willing to see monthly capacity, actual filling rates and monthly average revenue per TEU tracked by competition watchdogs,” the ESC said.

“Furthermore, a strict monitoring of freight rates modification following capacity changes has to be created.”

It also called for the creation of an advance-notification system so that customers stop suffering last-minute cancellation of calls, departures, or bookings.

“In the end, we would like to see an observatory of the service quality to be settled to avoid [a situation] that alliances lead to a decrease in transport

quality and, as a consequence, a hurdle to global trade and its growth potential," the ESC concluded.

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

STUDIES & RESEARCH

ANALYSIS OF CONTAINER TERMINAL KEY ASSETS SHOWS WIDE DIVERSITY IN PERFORMANCE

The operational performance of the world's container terminals shows wide variation depending on location, terminal size and traffic type, according to the Container Terminal Capacity and Performance Benchmarks report published by shipping consultancy Drewry.

The report analyses the actual performance of a sample of around 500 terminals worldwide for a three year period (2011-2013) covering the three key aspects of container terminals: the quay line, the yard and the ship-to-shore gantry cranes.

"These analyses are deliberately distinct from typical service level related measures such as crane moves per hour, said Neil Davidson, senior analyst in Drewry's Ports & Terminals practice.

"Instead, they reflect the performance of the most important – and expensive – infrastructure and equipment assets in a modern container terminal.

This is key information for operators and investors to be aware of.

For example, an equipment manufacturer will tell you that a gantry crane can theoretically handle 250,000 teu per annum and this is true.

But our analysis shows that the reality is that on average, the world's gantry cranes actually only ever handle about half this amount per annum."

A summary of the global averages for 2013 is shown in the table below.

On all three measures, terminals in Asia and the Middle East generally achieved higher figures than the world averages.

The difference is most marked in teu per hectare where the highest performing regions saw up to 70% more than the world averages.

Regions which achieved lower figures than the world averages included North America and parts of Europe.

There are a number of reasons for these regional differences.

For example, the performance of large terminals is markedly higher than small ones.

GLOBAL CONTAINER TERMINALS KEY ASSET PERFORMANCE METRICS (2013)	
Performance measure	**Global average**
Teu per metre of quay p.a.	1,072
Teu per hectare p.a.	24,791
Teu per gantry crane p.a.	123,489
Source: Drewry's Container Terminal Capacity and Performance Benchmarks	

Average terminal size in Asia is much higher than in places such as Africa or South America.

In addition, the performance of transhipment terminals is markedly higher than gateway ones – for several reasons including larger vessel sizes and container exchanges per call, low container dwell times, and also because most transhipment terminals are much larger than most gateway ones.

Choice of yard equipment naturally has a strong bearing on teu per hectare, and many Asian terminals have high density RTG and RMG systems.

Terminals with smaller throughputs have a greater tendency to use low density yard stacking equipment, and those with higher throughputs use denser yard stacking solutions.

The report also specifically examines the performance of the 25 fully and semi-automated container terminals that are operational today around the world.

These automated terminals account for less than 5% of terminals globally, although the proportion is growing.

In 2013 they achieved teu per metre of quay and teu per crane around 25% higher than the world average.

However, in part this is because the average throughput of the automated terminals in the sample was around 70% higher than the world average terminal throughput.

Significantly though, the teu per hectare of terminal area for automated terminals was around 10% below the global average.

"Terminal automation is a high profile topic even though its deployment, for now, is relatively limited," continued Davidson.

“Our analysis suggests that its effect on the intensity of use of key container terminal assets is variable and so automation decisions need to be weighed up very carefully on a case-by-case basis.”

(from: hellenicshippingnews.com, November 12th 2014)

SAFETY & SECURITY

IMO ADOPTS LANDMARK POLAR CODE

The International Maritime Organization (IMO) has adopted historic legislation for the improved safety of ships operating in the polar regions and their crews.

During the 94th session of IMO's Maritime Safety Committee held this week, the IMO adopted the International Code for Ships Operating in Polar Waters, commonly referred to as the Polar Code, as well as related amendments to the International Convention for the Safety of Life at Sea (SOLAS).

The Polar Code is the first mandatory blanket legislation for ships that specifically addresses potential hazards unique to arctic and antarctic environments, such as ice, remoteness and rapidly changing and severe weather conditions, and provides goals and functional requirements related to ship design, construction, equipment, operations, training, and search and rescue.

The expected date of entry into force of the SOLAS amendments is 1 January 2017 for new ships constructed after that date.

Ships constructed before 1 January 2017 will be required to meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.

The Polar Code will be mandatory under both SOLAS and the International Convention for the Prevention of Pollution from Ships (MARPOL).

The adoption of the Polar Codes comes as maritime traffic increases in the polar regions, particularly in the arctic where shrinking sea ice has opened new routes and extended the summer shipping season.

Ships trading in the polar regions already have to comply with all relevant international standards adopted by IMO, but the newly adopted SOLAS chapter XIV “Safety measures for ships operating in polar waters”, adds additional requirements, by making mandatory the Polar Code (Preamble, Introduction and Part I-A (Safety measures)).

While the Code is largely welcomed and viewed as a major step forward for shipping in the arctic, it has been criticized over aspects that it does not address, such as ballast water treatment and the use of heavy fuel oil.

(from: gcaptain.com, November 22nd 2014)

ON THE CALENDAR

- 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.