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STUDIES & RESEARCH

February 15th 2015

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

DP WORLD REPORTS 8.9% VOLUME GROWTH IN 2014

DP World Limited handled 60 million TEU (twenty-foot equivalent units) across its global portfolio of container terminals during 2014, with gross container volumes growing by 8.9% on reported basis and 8.0% on a like-for-like 1 basis.

New volume at London Gateway (UK) and Embraport (Brazil) contributed to the increase in reported volumes.

Growth in 2014 was largely driven by the Asia Pacific and India Subcontinent region, Europe and UAE terminals.

The UAE delivered an impressive performance handling 15.2 million TEU, representing growth of 11.8% for the year.

Europe showed a solid return to volume growth in 2014.

At a consolidated level, our terminals handled 28.3 million TEU during 2014, a 9.5% improvement in like-for-like performance.

On a reported level, the growth rate of 8.7 % in consolidated volumes reflects the deconsolidation of Hong Kong assets in June last year.

Chairman Sultan Ahmed Bin Sulayem commented: "With volume growth of 8.9% in 2014 we believe we have once again outperformed the expected 2014 market growth of approximately 5%.

This demonstrates that a portfolio focused on origin and destination cargo and faster growing markets continues to be the right strategy to follow.

Our new developments at London Gateway and Embraport contributed to our excellent 2014 performance.

Our flagship Jebel Ali port continues to reach record highs with 15.2 million TEU handled in 2014.

The opening of an additional 2 million TEU capacity in the third quarter of 2014 has alleviated constraint and will provide the capacity we need to achieve further volume growth at Jebel Ali.

A further 2 million TEU is expected to come on line in the second half of this year taking total Jebel Ali capacity to 19 million TEU.

Given the strong volume performance in 2014, we expect to meet full year market expectations.

As we look ahead into 2015 we have a number of exciting developments, including new capacity coming on stream in The Netherlands, Turkey, India and The United Arab Emirates, the development of a logistics hub in Belgium and further integrated ports and logistics solutions for our customers with the completion of our JAFZA acquisition.

Although some of our terminals continue to operate in a challenging macro environment, market conditions across the portfolio are expected to be generally favorable in 2015.

This coupled with the addition of new capacity, stands us in good stead for volume growth in line or slightly ahead of the market this year."

(from: hellenicshippingnews.com, February 4th 2015)

MARITIME TRANSPORT

MAERSK RETAINS CROWN AS MOST RELIABLE BOX LINE AMID RUMOURS OF 20,000TEU ORDERS

Maersk again topped the liner shipping reliability rankings last year, according to new research released this morning by industry analyst SeaIntel.

The top two spots were retained by Maersk and Hamburg Sud in a year during which 19 of the 20 largest container shipping lines saw their schedule reliability decline, compared with 2013.

The only carrier to buck the trend was CSAV, with 77.8% of its vessels arriving "on time", compared with 77% in 2013, the result of its limited exposure to the main east-west trades where liner operators encountered most of their scheduling problems.

Maersk and Hamburg Sud had a reliability score of 83.7% and 82.2% respectively.

Maersk Line is also reported to be having discussions with Asian shipbuilders over an order for up to 10 container mega-ships worth a total of around US$1.5 billion, according to the Wall Street Journal.

The vessels will have a capacity of around 20,000teu, which, if the reports are accurate, would regain the line its title of owning the world's biggest ULCVs.

Meanwhile, average reliability in 2014 across the top 20 carriers declined by 7.6 percentage points to 72.2%, as carriers struggled to maintain schedule integrity in the face of adverse winter weather conditions in northern Europe and the US east coast in the early part of the year, and the port congestion that plagued Europe's hub ports in the summer, and which continues to affect many of the major Asia hubs.

However, there was little surprise which factor SeaIntel decided was the most decisive: "The single incident that impacted carriers and shippers the most in 2014 was the heavy congestion in Los Angeles, Long Beach and in the main ports on the northwest coast, a problem that is still on-going," it said.

Reliability on the Asia-North Europe, Asia-Med and transpacific trades was significantly hit.

Asia-North Europe declined steeply by 13.8 percentage points from 2013 to 67.2%, while the Asia-Med trade decreased 4.1 percentage points to 69.8%.

On the transpacific trade, reliability decreased by 17.5 percentage points to 62.3% as port congestion gripped the west coast and at some points spread to the east coast.

SeaIntel said: "It began in June with a shortage of truck power that contributed to delays.

Thereafter, the carriers reported congestion in Los Angeles/Long Beach and Vancouver in July, and in September New York and Norfolk were added to the list.

"In October, Norfolk and New York were removed from the list of trouble areas, and the carriers started experiencing congestion in Seattle and Tacoma, and a few services calling Los Angeles/Long Beach were suspended as congestion continued.

"By the end of the year, carriers could conclude that the situation in Los Angeles/Long Beach had worsened, with many vessels at anchor waiting for a berthing slot and turn around times in the ports had increased as well.

The situation has neither improved in Vancouver, Tacoma or Seattle, and Oakland had also been added to the list of ports facing serious congestion."

The best performers on the trade were niche carriers Matson, Hamburg Sud and Westwood Shipping.

Matson managed to hit a reliability level of 96.2% with its Jones Act services to Hawaii.

(from: theloadstar.co.uk, February 2nd 2015)

INTERMODAL TRANSPORT

EUROTUNNEL - AN OPEN AND SHUT CASE?

The British Rail Freight Group is calling on the Intergovernmental Commission to review its policy of allowing Eurotunnel to use open freight shuttle wagons, in the light of the latest fire in the tunnel.

As previously discussed in World Cargo News, Groupe Eurotunnel (GETSA) has been allowed gradually over the years to introduce more open wagons for its freight shuttle services - in order to reduce its capital and maintenance costs, reduce deadweight, improve aerdodynamics and increase paylength.

It has moved from original latticework covers through light roofed (pagoda-type) structures and eventually to flatbeds.

The original Arbel lattice-sided shuttles were a compromise between those who wanted a fully enclosed wagon (mainly fire authorities and fire brigades) and Eurotunnel, which wanted a simple Rollende Landstrasse type open wagon (albeit with bigger wheels, since the structure gauge of the Channel tunnel is more generous than all the Alpine tunnels at that time).

The lattice design was criticised heavily after the disastrous November 1996 fire, which led to the tunnel being closed for almost six months, but Eurotunnel was allowed to retain it with some modifications.

Gradually, as noted above, the rules have been further relaxed, although it has not been a one way process, since in 2013 GETSA had to withdraw trials with flatbeds when material coming out of a loose tarpaulin on one trailer damaged other equipment.

However, as recently reported on worldcargonews online, GETSA has placed an order worth €40M for 32 new flatbed shuttle wagons in Germany, as part of its plan to increase the number of daily shuttles with expanded dispatch and reception facilities on both sides of the tunnel.

But on Saturday, 17th January, just a few days after GETSA reported its new order, there was a fire incident in the tunnel that resulted in widespread disruption to services, not only to Eurotunnel's passenger and freight shuttles, but also to Eurostar and through freight trains.

The whole debate about the wagons has now been reopened.

Although the causes of the fire are still being investigated, it occured on a freight shuttle and, in an "open letter" to the IGC, the Chairman of the Rail Freight Group (RFG), Lord Berkeley, states that this is "the fourth fire in the Tunnel which has almost certainly been caused by trucks on the open shuttle" - the others being in 1996, 2006 and 2008.

He continues that there appears to be one common thread to these five incidents; trucks in open wagons were involved and the planned mitigating measures to prevent the fire from causing damage or closures were not successful in preventing long periods of full or part closure.

"As you will know," the letter continues, "we debated this latest closure in the House of Lords on Thursday 22nd January and a number of peers expressed concern about the design of the open wagons used to carry lorries.

I noted the remarks of the minister that 'carrying lorries in enclosed wagons would be commercial suicide' [for GETSA], but it is not clear whether this is the official position of the UK Government, or the IGC, and this clearly needs clarifying; in particular, where is the evidence to back up this assertion?

"I suggest that the safety and operability of the tunnel system is of more importance than a comment on commercial suicide, but if this is the case, then surely the IGC should have a view on the balance between profit and keeping an important fixed link open.

"However, I believe that after this latest fire there is sufficient evidence to justify the IGC and Safety Authority requiring Eurotunnel to come up urgently with a scheme to reduce the risk of such fires, and the consequent closure of the tunnel for extended periods, to an acceptable level.

I understand that the initial risk assessment when the tunnel opened was for a fire to occur once in 120 years.

We have now had five fires in 20 years, or a risk of one in four years.

This surely deserves a more general assessment of trends of risk and possible solutions.

"It would appear that one solution would be an alternative designs for the wagons to carry trucks, such that the trucks were enclosed, not subject to wind pressures in the tunnel, and with the space equipped with Halon or other extinguishing equipment.

"If this required the wagon to be heavier, then the operator has the option of increasing the wagon design and axle weight, or of reducing the maximum weight of trucks to below 44 tonnes.

I doubt that this would reduce traffic much, since I understand that most trucks crossing Channel bulk out before they weight out, but I would want to see the figures on this."

Lord Berkeley adds that there are concerns that the misting systems previously installed by GETSA are causing the tunnel to flood, and he raises the question that the catenary is being damaged by wind buffeting caused by lorry shuttles.

The latter "is a new point about which I only recently became aware, so I would be grateful if you could also comment on what evidence the IGC and Safety Authority has concerning this."

Whether the RFG or the through train operators (Eurostar, in particular, got a "lot of stick" from frustrated passengers because of cancellations that were completely outside its control) get anywhere with this remains to be seen.

If GETSA were obliged by the IGC to "think again" and ended up by issuing a "change order" to its latest wagon contract, it could open a real can of worms, since other bidders might legitimately argue that the "spec" has been changed so fundamentally that a completely new European tender has to be organised.

After a 4-year battle, GETSA has been forced out of the cross-Channel ferry market by the British competition authorities (and has warned that it may have to dispose of the MyFerryLink ferries on a bare assets basis).

It is determined to increase its market share, however, and boost its freight shuttle business to 2M HGVs/year by 2020.

In the build-up to the Channel tunnel opening in 1994, there was heated debate about the freight shuttle design.

(from: worldcargonews.com, January 31st 2015)

TRANSPORT & ENVIRONMENT

SHIPPING INDUSTRY'S RESPONSE TO ECA 2015

Choosing the right investment towards compliance to 0.1% sulphur emissions in select SECA areas with effect from 1 Jan 2015 led to many debates in the last one year.

The problem was two pronged - firstly, multiple options to comply with such as LSMGO, low sulphur fuel oil blends, HFO with scrubber, LNG, methanol, biofuels etc. and secondly, the need to balance long term and short term considerations of availability, risk, cost and payback of investment.

With the deadline now past, a review of the announcements made by a total of 70 companies- top 10 companies across seven categories* in the EU SECA gives a good sense on what has been happening in terms of adoption of new technologies, especially in the last six months.

Collectively, these companies own a fleet of ~5000 vessels.

55 out of 70 assessed companies have disclosed their compliance strategies publically.

Limited information was available for bulk ships and tankers.

Results show that passenger and ro-ro categories have decisively moved towards scrubber technology with 75% of assessed companies voting in favour of the technology.

LNG offers promises for the future, however, reach has been limited to coastal/inland shipping.

Majority seems to be moving towards marine gas oil (MGO).

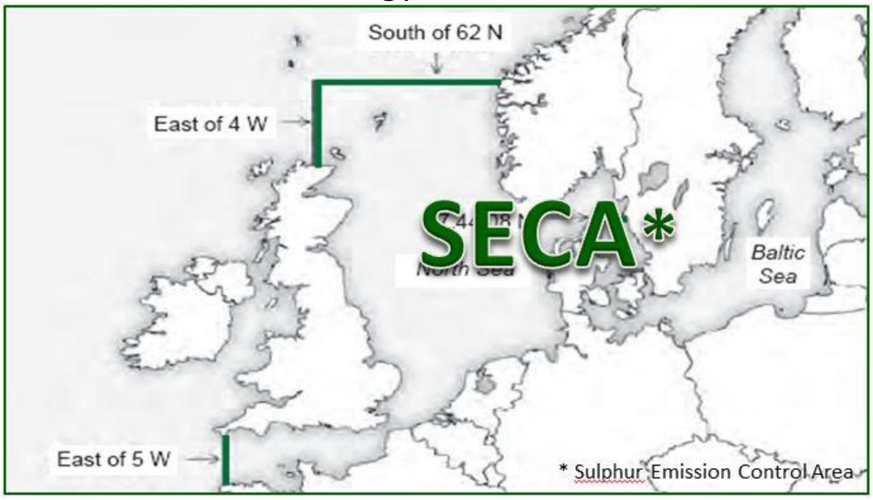
Growth prospects for other alternates seem limited at the moment.

Scrubber technology has been adopted by 17 out of 70 companies assessed.

Top investors in the technology are Brittany Ferries (~$500m), Carnival Corporation ($400m for 70 vessels), DFDS (more than $150m) and Royal Caribbean Cruise (15 vessels) using technologies from Alfa Laval, Wartsila, Belco Marine and Yara Marine (formerly Green Tech Marine).

The global oil price drop seems to be impacting the scrubber adoption negatively, the orders nearly doubled for the six month period of Apr'14-Sep'14 while in last four months growth has been ~19%.

The vessels count opting for scrubber technology stands at 160 as on 31st Jan'15 as compared to 135 in Sep'14.



The single largest order was from Royal Caribbean Cruise in Dec'14 for retrofitting 13 of its vessels, the deliveries are scheduled between 2015 and 2017.

LNG as compliance fuel is being considered by 20% of the companies studied mostly passenger category.

Top investors in the technology are Universal Marine, BC Ferries and Fjord Line.

A 13% rise has been recorded in LNG propelled vessel orders in the last four months.

As on 31st Jan'15, confirmed order book for LNG propelled vessels stands at 78 as against 69 in Sep'14.

The key contributor to the order book has been container category with 125% growth and 10 orders over the period.

Concerns regarding availability of bunkering infrastructure and global oil price drop (~50% since Sep'14) are the key inhibitors to the technology.

There was an important order cancellation in Oct'14 from Brittany Ferries for 4 vessels - 3 retrofits and one new build.

Various other alternative fuels are also being discussed.

Exxon Mobil's low S fuel oil blend HDME50 is being used by vessel owners in ARA region.

Lukoil and Cespa have also come up with low S fuel blends.

Stena Line has considered methanol for its cruise Stena Germanica scheduled in 2015.

Biofuels, ethanol, fuel cells as marine fuel are also being studied.

Though the growth prospects seem limited for the above alternates on account of availability, safety and compatibility related risks.

LSMGO has been the fuel of compliance for vast majority especially the containers, bulkers and tankers.

Key investors in the technology are Maersk Line, MSC, Eimskip, Tallink and Hurtigruten.

The reasons adding to the attractiveness of the fuel are prior knowledge regarding the fuel, minimal investment on vessel infrastructure, well established bunker supply chain and favourable oil prices.

In the wake of oil price uncertainty, we might expect the slowed down activity to continue in terms of adoption of other technologies such as scrubber and LNG.

However, when global 0.5% S limit gets enforced in 2020 or 2025, there would not only be the fuel price concern but the supply sufficiency of global refineries to cater to the increased low S fuel demand.

The vessel owners would keep on exploring the right compliance strategies tailor made to match their requirements.

Note: * The categories assessed are- container (deep sea and short sea treated as separate), passenger, ro-ro, general cargo, bulk carriers and tankers.

Source: MEC Intelligence.

(from: hellenicshippingnews.com, February 9th 2015)

INDUSTRY

EVERGREEN JOINS ELITE GROUP WITH 18,000 TEU NEWBUILDING DEAL

Evergreen Group has finalised plans to charter an 11-strong series of 18,000 teu ships from Shoei Kisen Kaisha, ending weeks of speculation about its newbuilding plans.

The order includes the six units of that size announced by Evergreen Marine Corp and its subsidiary last December.

Deliveries will be between 2018 and 2019.

Lloyd's List revealed in December that Evergreen was poised to pick Shoei Kisen Kaisha, sister company of Japanese shipbuilder Imabari Shipbuilding, as its counterparty for 11 ultra large boxships.

Market talk had indicated that the ships would have a nominal capacity of up to 20,500 teu.

However, this intake can be acquired by adding extra tiers to container stacks in the hold and on the deck of a standard 18,000 teu design.

Classification society DNV GL revealed last week that the Evergreen ships would have a nominal capacity of almost 20,500 teu through such design adjustments while keeping the basic dimensions unchanged from an 18,000 teu vessel.

The Taiwanese line, once number one in the world, is now down to fifth place in terms of fleet capacity, having been relegated one place following the recent merger of Hapag-Lloyd and CSAV.

The reluctance of group chairman Chang Yung-fa to go for big ships was largely responsible for Evergreen's loss of market share in recent years.

But the line has made no secret of its subsequent U-turn.

In an interview with Containerisation International late last year, second vice group chairman Bronson Hsieh revealed that Evergreen was planning to go for 18,000 teu ships, as long as that fitted in with the plans of alliance partners.

The Taipei-headquartered carrier said in a statement on Wednesday that it had decided to go for 18,000 teu vessels, "based on market demand and the capacity requirements for joint services".

Evergreen is a member of the CKYHE alliance of Asian lines.

No other member of that consortium has ordered ships of this size so far.

"Current service co-operation arrangements with its alliance partners will enable Evergreen to efficiently utilise the capacity and garner the potential economic benefits represented by larger vessels," the line said.

Latest technologies

The vessels will be about 400 m in length and about 59 m wide.

The design incorporates optimised hull profiles and minimum ballast water requirements to maximise cargo-carrying capability.

"In light of the continuing demand growth in the shipping market, Evergreen Group continues to adopt the latest technologies for fleet renewal," the statement said.

Along with the delivery of its own 30 L-type ships of 8,500 teu L-type — a programme that began in July 2012 and is due to be completed this year — Evergreen has already taken delivery of five 8,800 teu and 10 chartered vessels of 13,800 teu, plus another 10 chartered units of 14,000 teu to be delivered in 2016/2017.

With the delivery of these 66 ships within the medium to ultra large size range, Evergreen said it would redeliver chartered vessels upon expiry of their hire periods.

The charter parties were signed by Evergreen Marine chairman Anchor Chang and Shoei’s president Yukito Higaki.

Evergreen now joins an exclusive but growing group of lines with vessels of 18,000 teu or more.

Maersk had led the way with its Triple-E ships of 18,270 teu, and is expected to order more of similar capacity fairly soon.

Alliance partner Mediterranean Shipping Co recently took delivery of the 19,224 teu MSC Oscar, currently the biggest boxship in service, eclipsing China Shipping's 19,100 teu CSCL Globe.

CMA CGM will soon receive 18,000 teu ships that were originally specified at 16,000 teu, while United Arab Shipping Co also has ships of this capacity on order.

Japan's MOL is thought to be very close to signing for 20,000 teu-class ships, also to be built by Imabari, followed by G6 partner OOCL which is currently in talks with South Korean yards for a total of 12 ships of nominal 20,000 teu capacity.

Brokers are quoting prices of around $170m for these.

(from: lloydsloadinglist.com, January 29th 2015)

LEASING

SHIPPING CONTAINER DEAL WILL PRODUCE ONE OF THE WORLD'S BIGGEST BOX LEASE GROUPS

Steady as she goes is the message given out to customers after the news Bohai Leasing has purchased Cronos Limited, the Bermuda based shipping container leasing group which it intends to eventually integrate into the Chinese company's own box lease division Seaco.

Despite the deal Cronos says all management currently in place will remain for the foreseeable future.

Both parties believe it will take time to optimise the strengths and synergies of the two organisations.

To this end, there will be no immediate changes that would affect the external relationships presently maintained by Seaco and Cronos and envisage that the integration process will need to be carefully considered before instituting any changes.

The deal will mean that the combined group will own and manage 2.179 million TEU making it one of the world's largest container fleets.

Bohai says the company will have the most diversified container leasing fleet in the industry, with both the largest reefer and specials fleet within its wide portfolio of equipment.

The acquisition was originally agreed in November when Global Sea Containers, a Bohai subsidiary agreed to purchase 80% of shares in Cronos Ltd.

The total contract value, which includes Bohai taking on $25.88 million of the company's debt, is around $610 million and was to be paid in cash.

Money for the deal came from funds managed by Kelso & Co and the Transportation Capital Group.

Hong Kong and Bohai says it is committed to growth through quality asset based acquisitions that complement its existing businesses and is delighted to have acquired this world class leasing company.

Bohai Leasing, a subsidiary of the HNA Group, is a China based public company listed on the Shenzhen stock exchange.

It owns and manages leasing companies and investments in aircraft, ships, containers, infrastructure, commercial property, medical equipment, automobiles, high-end equipment and other specialised lending and leasing businesses.

(from: handyshippingguide.com, February 2nd 2015)

LOGISTICS

GEFCO 'PROSPERING IN RUSSIA UNDER NEW OWNERSHIP'

Two years on from its 75% sale by PSA Peugeot Citroën to Russian state railways RZD, forwarder Gefco claims to be prospering in the country of its new parent company despite the current economic and political problems.

It has added 50 names to its customer portfolio in Russia, won contracts through new synergies totalling more than €120m, and, overall, accelerated its international expansion, according to Gefco CEO Luc Nadal.

Speaking in the French press, Nadal, said: "Gefco's financial integration (into RZD) was swift and we have set up a 'cluster' of 50 staff based in Moscow.

Thanks to RZD our activities are developing commercially."

Contacted by Lloyd's Loading List.com, Gefco confirmed his comments.

"From now on, we have privileged access to Russian industrial firms.

These are largely medium-sized concerns for the most part but the country's big groups are now beginning to outsource their freight transport."

Despite the difficulties in the automobile market - a key sector for Gefco - the economic crisis, and the slide in the rouble, together with the tense international context between Russia and Europe, Nadal expressed optimism in Gefco's long-term future of the Russian market.

He underlined that Gefco had set itself the objective of increasing turnover from its business in Russia and the ex-Soviet Union from €250 million currently to €1.2 billion by 2020.

Over the same period, Gefco is eyeing a doubling of its global turnover to €8 billion.

Gefco's director for Asia, Christophe Poitrineau, also highlighted the benefical effect RZD was having on the forwarder's quest to land new business.

"The fact that we are a subsidiary of the Russian Railways has opened up new possibilities," he said, adding that major French shippers such as Auchan (retail), Yves Rocher (cosmetics), Schneider Electric (energy management) and German firms, like Volkswagen, "are looking seriously at rail freight to ship their goods on the Europe-Russia-China trade lane", which Gefco has identified as a major route in its international development strategy.

(from: lloydsloadinglist.com, February 4th 2015)

LAW & REGULATION

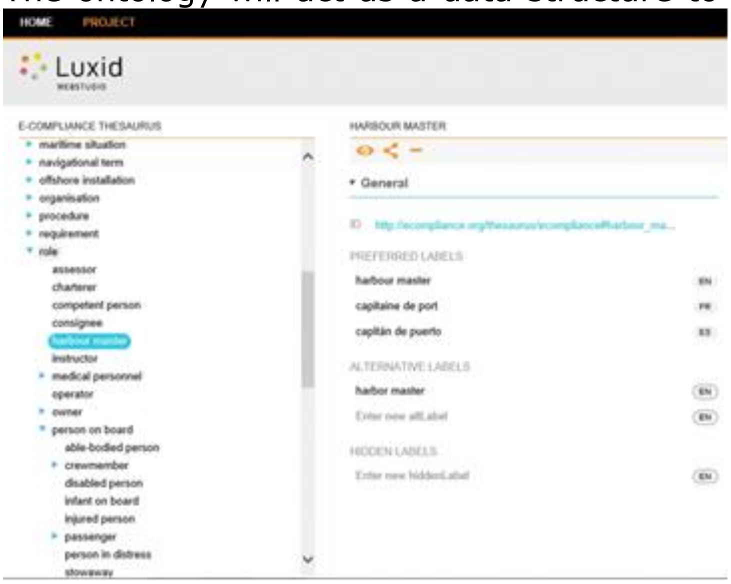
E-COMPLIANCE THESAURUS AND ONTOLOGY TO RULE WAVES OF EU SEA LAW

The e-Compliance research project has announced the arrival of its Maritime thesaurus and ontology, designed to help draft, formulate and understand maritime sea law, reports London's Digital Ship.

Partly funded by the EU, e-Compliance aims to integrate maritime law produced by various bodies using a thesaurus and ontology as the basis to develop semantic technologies for searching, drafting and annotating sea law.

The thesaurus contains a large number of terms which are frequently used in maritime law, distinguishing between a "preferred label" and "alternative labels" thereby encouraging the use of official terms like "vessel" rather than "boat".

The ontology will act as a data structure to model in the creation of maritime regulations and aims to capture the meaning of laws in a computer-readable fashion.



While known in philosophy as a branch of metaphysics, in information technology an "ontology" is the working model of entities and interactions within a particular domain of knowledge.

Thus in maritime law, the ontology breaks down regulations into classes, then labels the target subject, "tankers", let's say, and the context and circumstances in which the rule applies, "at sea", for example.

And then the requirement that must be engaged, for example, "automatic identification system [AIS]".

Using this structure, the regulation "tankers at sea must have AIS engaged" could be stored in a computer-readable format, according to e-Compliance, which would give software a basic understanding of legal texts.

The technology will rely on the existing content enrichment system Luxid, built by e-Compliance partner Temis, and will be configured specifically for the maritime domain.

(from: seanews.co.tr, February 8th 2015)

PROGRESS & TECHNOLOGY

KALMAR LAUNCHES NEW PRODUCTS

Kalmar has launched a new member of the "Gloria" reach stacker family and a new heavy FLT series.

There is also news on its yard tractor front.

Kalmar, part of Cargotec, has announced the launch of a new Gloria reach stacker specifically designed for EC and semi-laden container handling.

With the ability to handle all types of containers, flat racks and single loads of up to 10t, the DRG100 is the latest addition to the Gloria range.

Available in two models, the DRG100-S6 stacks 6-high in the first row and the DRG100-S8, which has the capacity to stack containers 8-high in the second row, an option that Kalmar says it alone is currently offering to the market.

Stefan Johansson, Director, Sales & Marketing, reach stackers and ECHs at Kalmar said: "Following on from the popularity of Gloria, it was strategically important for Kalmar to develop a new reach stacker specifically for empty and semi-laden container handling.

With customers now demanding higher productivity and versatility from their equipment, whilst also looking at ways to significantly reduce the costs of ownership, the time is exactly right to introduce this machine.

"So, we are delighted that the DRG100 adds another dimension to empty container handling.

Containers can now be transported at full width, turned 45 degrees or lengthwise at 90 deg, making it possible to deliver "end-on" into and through low workshop doors, port sheds and other confined spaces."

Kalmar has also launched its new 'G' series FLTs, the DCG180-330, in the 18-33t capacity sector.

Kalmar says it has designed this machine from the ground up, using customer feedback as an integral part of the development process.

The machines feature the new EGO cabin and controls with three power settings available including economy mode.

Finally, Kalmar has announced orders for a total of 512 units of Kalmar Ottawa T2 terminal tractors in North America.

The orders were received during the annual North American dealer meeting organised in Bonita Springs, Florida, on 28-30 January and their total value is close to €40M.

The T2 model was introduced to the North American market in February 2014.

It was developed in close cooperation with dealers and their customers, resulting in superior performance, productivity and serviceability.

The T2 has gained vast success in the region since its introduction.

Dan Pettersson, Senior Vice President, Mobile Equipment at Kalmar said: "The Tent Sale, where the dealers had the opportunity to buy trucks for stock, their rental fleets and in anticipation of customer opportunities, generated an impressive 425 orders in 2014 and in 2015 completely surpassed everyone's expectations with total unit orders of 512.

This record total for orders at the sale was a result of the dealer's confidence in Kalmar Ottawa T2 tractor and in the economic outlook for 2015."

The units will be delivered to dealer bodies across NAFTA during 2015.

(from: worldacargonews.com, Febraury 4th 2015)

STUDIES & RESEARCH

EUROPEAN COMMISSION IDENTIFIES THE INFRASTRUCTURE PRIORITIES AND INVESTMENT NEEDS FOR THE TRANS-EUROPEAN TRANSPORT NETWORK UNTIL 2030

The European Commission has published nine studies on the state of play and the development needs of the TEN-T core network corridors.

The studies have identified infrastructure development needs which represent approximately €700 billion of financial investment until 2030.

They highlight the importance of optimising the use of infrastructure along the corridors, notably through intelligent transport systems, efficient management and the promotion of future-oriented clean transport solutions.

This is the first time that tens of thousands kilometres of rail, road, inland waterway connections, ports, airports and other transport terminals have been studied in such a comprehensive way and with a common methodology.

Violeta Bulc, EU Commissioner for Transport said, "We have to step up our efforts to make sure the core network will be fully operational by 2030, to ensure smooth transport flows for passengers and goods throughout the EU.

Now is the time to invest in TEN-T projects and to maximise the benefits of the Connecting Europe facility and the Commission's €315 billion Investment Plan.

After all, the Trans-European Transport Network is crucial for a Union striving for more growth, jobs and competitiveness.

As Europe is slowly stepping out of the economic crisis, we need a connected Union, without barriers, in order for our single market to thrive."

For each Trans-European Transport corridor, which is led by a European Coordinator, a team of external experts has undertaken a comprehensive study.

They analysed the current infrastructure status, located problems hampering traffic flows for passengers and freight, and identified action to be undertaken from now to 2030.

The results of these studies are available here.

They include preliminary lists of projects which aim at completing cross-border and other missing links, removing bottlenecks, inter-connecting transport modes and enhancing interoperability – notably for railway traffic.

Next steps

The results of these studies will be taken into account when deciding on the allocation of EU funds for the period 2014 – 2020, under the Connecting Europe Facility.

In particular, the "project pipeline" resulting from these corridor studies constitutes an important source for the € 315 billion European Investment Plan, which was published by the Commission in November 2014.

In this context, the Commission also mandated the former Vice-President of the European Commission, Henning Christophersen, as well as the European Coordinators Kurt Bodewig and Carlo Secchi to identify concrete TEN-T projects which are suitable for contributing to the new investment plan.

They published an interim report and presented their approach to the EU Transport Ministers at the Transport Council on 3 December 2014.

In Spring 2015, each European Coordinator for his/her respective corridor, will submit a corridor work plan to the European Parliament, the Council and the Commission.

These work plans will guide the future corridor development.

They build on the studies published today, and they will be subject to approval by the Member States directly involved.

The Christophersen – Bodewig –Secchi Group will present their final report also in Spring 2015.

Background

The core network will connect:

- 94 main European ports with rail and road links
- 38 key airports with rail connections into major cities

- 15,000 km of railway line upgraded to high speed
- 35 cross-border projects to reduce bottlenecks

This will be the economic lifeblood of the single market, allowing a real free flow of goods and people around the EU.

(from: eurift.eu/europa.eu, January 15th 2015)

ON THE CALENDAR

- 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.