notiziario
newsletter
bulletin
mitteilungen
noticiario

C.I.S.Co.
Council of Intermodal Shipping Consultants
Via Garibaldi, 4
16124 Genova GE (Italia)
Tel. 010 2518852
Fax 010 2518852
e-mail info@ciscoconsultant.it
www.ciscoconsultant.it

C.I.S.Co. Newsletter June 15th 2015

YEAR XXXIII
Issue of June 15^{th} 2015

June 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

C.I.S.C.O. NEWS

GENOA SHIPPING WEEK: C.I.S.CO. PROMOTES THE "CONTAINER IN THE CITY" PROJECT

In the week from September 14th to 20th 2015 will be held in Genoa at Palazzo San Giorgio, home of the Genoa Port Authorityof Genoa, and at the Aquarium of Genoa, the second edition of the *Genoa Shipping Week*.

At the event *Genoa Shipping Week*, C.I.S.Co. - Council of Intermodal Shipping Consultants - in collaboration with Clickutilityteam will promote the "Container in the city" project.

For further information: info@ciscoconsultant.it

PORTS AND TERMINALS

SHIPPING CAN JOIN CHINA'S E-COMMERCE BATTLEGROUND AS THE IMPORT RULES RELAX

Container volumes at China's ports are expected to grow 6% annually until 2030, according to a recent report by the Shanghai International Shipping Institute (SISI).

2030 China Shipping Development Outlook makes several predictions regarding Chinese port development, automation, sustainability and the potential emergence of four 'super' hub ports.

"Container throughput at Chinese ports will reach 505m teu in 2030, with an average annual growth rate of about 6%, which is ensured by the fast increase of container shipping along both the coast and inland rivers," according to SISI.

Tina Liu, China country manager for shipping analyst Drewry, agrees with the SISI volume prediction, noting that China's GDP is expected to grow at 7.5% and that a surging middle-class is driving imports.

"Domestic container volume is an area of growth, and so are imports.

The market sentiment is that the buying power of the Chinese population is on the rise, therefore import and domestic container traffic should be influenced positively," she told The Loadstar.

By 2030, SISI predicts, more than 90% of port equipment will use LNG or electric power, with wind and solar power becoming an integral part of port energy infrastructure.

Furthermore, the main container hubs along the Chinese coast will have semi-automated terminals.

But there will be few fully automated box ports – only Shanghai, Guangzhou, Qingdao and Tianjin will have one or two fully automated berths at most.

The considerable asset investment needed for full automation means, for the time being, the majority of Chinese ports are comfortable with accommodating rising worker wages.

Ms Liu explained: "Chinese labour costs are on the rise, but they are still relatively low.

Many terminal operators are trying to be ahead of the game, to get hold of the technical know-how before the labour cost is too high."

Given China's huge container throughput and ongoing investments into port infrastructure, are the current trends of mega-ships and mega-alliances having an impact on terminal productivity?

"China has been very generous on infrastructure investment, including ports, for decades, meaning major Chinese ports are not as affected as much by these trends as some in the developed economies, in terms of physical constraints.

"But operational and commercial pressure, brought in by mega-vessels is certainly affecting Chinese ports.

"With the possibility that shipping lines and alliances might re-arrange their networks, there might be a chance to become a hub within the region.

All ports want to become that hub," said Ms Liu.

Indeed, the SISI report also predicts that a number of 'super' container hub ports, including Shanghai, Qingdao and Hong Kong, would be formed by 2030, with 95% of coastal ports integrating resources with other ports in the form of clusters, via capital injection and strategic co-operation.

Meanwhile, booming cross border e-commerce trade is impacting China's container supply chains, with both ports and shipping lines enjoying new significance in meeting the efficiency demands of online retail logistics.

For example, e-commerce logistics has traditionally relied upon air freight due to the expedited delivery requirements of on-line shopping.

However, the introduction of more relaxed import regulations is at last allowing shipping lines to compete in the sector.

And to be competitive, container carriers, ports and their logistics partners will need to work closely together to meet consumer expectations.

Ms Liu added: "E-commerce is the buzzword in China now, but it is still within the same old ongoing trend, which is to achieve better service with less cost.

More efficient, transparent handling across the whole of the supply chain and better collaboration between service providers is required."

(from: theloadstar.co.uk, June 11th 2015)

MARITIME TRANSPORT

MAERSK LINE BOOSTS TRIPLE-E FLEET WITH ORDER FOR 11 EVEN BIGGER CONTAINERSHIPS

With the twentieth and final delivery of its Triple-E series of 18,270 teu ultra-large container vessels (ULCVs) due to take place this month, Maersk Line yesterday announced the next phase of its fleet expansion with an order for what will become the largest ships in its fleet.

A public signing ceremony at the DSME shipyard in South Korea yesterday saw Maersk Line chief executive Soren Skou place a new order for 11 Triple-E next generation 19,630 teu vessels for delivery in 2017 and 2018.

The ships represent a capacity increase of 1,360 teu on the original Triple-Es, or 7.4%, while in terms of physical dimensions – with a length of 400 metres, beam of 58.6 metres and a draught of 16.5 metres – they are virtually identical to the first generation, which just goes to show how container vessel design has changed in terms of squeezing out more slots from current dimensions since the Triple-E was first conceived.

A spokesman said that the new units would have 1,000 reefer plugs, compared with the 600 on today's Triple-Es.

He added that although the final specifications of the vessels were still under discussion, it is expected that the engines will also be of the twin-screw type.

Maersk executives had previously indicated to The Loadstar that it might look for smaller engines since slow-steaming became commonplace.

“While the contract is for a twin skeg [the projecting after section of a vessel’s keel, where the propeller is sited], we may yet opt for a single skeg.

We expect the output to be +60 KW, equivalent to 550 VW Golf cars,” the spokesman added.

The new vessels are also considerably cheaper than the $185m per unit that Maersk forked out for the original Triple-Es in 2011.

The company said yesterday the order was worth $1.8bn, representing a per ship price of $163.6m.

This puts it on a par with its carrier rivals, which have been paying in the $150-160m for more recently delivered UKCVs, such as the CSCL Globe and MSC Oscar.

There is also an option for six additional units.

Maersk said the new vessels will operate its Asia-Europe service, replacing smaller, less-efficient ships.

Maersk Line chief operating officer Søren Toft said: “I am very happy with this order.

These vessels will help us stay competitive in the Asia-Europe trade and will be key in our strategy to grow with the market.

It is the second order this year and we expect to order more vessels, which we can add to our fleet from 2017 and onwards.”

Earlier this year, the company placed an order for seven 3,600 teu ice-class feeder vessels, which are due to enter its intra-Europe subsidiary Seago Line’s fleet, and it said yesterday that over the next five years it planned to invest a further $15bn in “newbuildings, retrofitting, containers and other equipment”.

At the group capital markets day in September, Mr Skou forecast that the line would require an extra 425,000 teu of capacity by 2017, some of which could be covered by short-term charters.

Over the medium term period, of 2017-2019, Mr Skou said it would need about 30 newbuilds.

As from yesterday, the Maersk orderbook stands at total of around 370,000 teu – comprising a final Triple-E; seven Baltic feeder vessels; eleven 9,500-10,00 vessels, which it will take on long-term charter over the course of this year and the next; and the eleven 19,630 teu vessels ordered yesterday – which would rise to 485,000 teu if the six options are exercised.

Its current fleet capacity totals 3m teu, of which 1.7m teu is on 255 owned vessels, with the remaining 1.3m teu on 346 chartered vessels.

The 11 new ULCVs will sail under the Danish flag.

(from: theloadstar.co.uk, June 3rd 2015)

RAIL TRANSPORT

GERMAN RAILFREIGHT COSTS "TO RISE 20% BY 2020"

Regulatory pressures on Europe's largest railfreight market could drive up operating costs by as much as 20% over the next five years, according to a study by the Association of German Transport Companies (VDV).

The report argues that measures such as taxes on electricity, legislation on noise reduction, and the drive for interoperability between national networks will burden railfreight operators with significant additional costs, while lorries and inland shipping are exempted from fuel taxes.

The VDV argues that this is exacerbating an imbalance in the market.

"Everyone speaks of modal shift and the promotion of environmentally-friendly and safe transport of freight, but the reality is different," says VDV chief executive Mr Oliver Wolff.

"The federal government and the European Commission (EC) have approved numerous measures which will lead to massive cost increases for railfreight companies and massively affect their competitiveness."

The study found that the cost of operating an intermodal train in Germany could increase by as much as a fifth by 2020, compared with 2014 prices.

Energy prices, track access charges, and the cost of equipping locomotives with ETCS are cited as inflating costs.

However, the biggest challenge is expected to come from legislation requiring all wagons to be equipped with "whispering" brakes.

The VDV says it recognises the need to reduce freight train noise, but it calculates that this measure alone will cost the industry nearly €1bn by 2020 and raise the cost of operating each freight train by 7%.

"Despite federal funding, the railfreight industry will have to finance the vast majority of noise remediation costs itself," Wolff says.

The VDV is now calling on the German government and the EC to create a legal framework that will "enable freight by rail to flourish."

(from: railjournal.com, May 19th 2015)

ROAD TRANSPORT

NO MINIMUM WAGE FOR INTERNATIONAL TRANSITS, SAYS EC

The European Commission (EC) has launched an infringement procedure against Germany concerning the application of its Minimum Wage Act (MWA) relating to international road haulage transit operations.

“Whilst fully supporting the introduction of a minimum wage in Germany, the Commission considers that the application of the MWA to all transport operations which touch German territory restricts the freedom to provide services and the free movement of goods in a disproportionate manner,” the Commission said in a statement.

In February, the German government suspended the application of legislation introduced the previous month that imposed the country’s minimum wage on international hauliers in transit through Germany.

The measure had been intended to combat ‘dumping’ on wages in the German road haulage industry, where there is strong resentment at unfair competition from low-wage countries.

But the government bowed to pressure from other European countries, notably Poland, and also trade bodies such as the IRU.

An EC spokesman told Lloyd's loading List.com: “The application of the German measures to transit (i.e. transport service crossing Germany but aimed to another territory) and certain international transport operations can, in the Commission’s view, not be justified.

The German authorities will be given two months to react to the arguments put forward by the Commission.”

The infringement does not extend to 'cabotage' activities, meaning Germany can still require that its minimum wage of €8.50 per hour be paid to the drivers of foreign firms when on domestic operations within the country.

Under EU cabotage rules, foreign firms have the right to carry out a maximum of three domestic transport operations over a seven-day period, immediately following an international operation.

The Commission has yet to adopt a position on cabotage in relation to the minimum wage in individual Member States.

France's rules may also come under EC scrutiny.

In February, the French parliament passed a law, to take effect at the end of this year, which will see France's statutory minimum wage applied to cabotage operations.

However, it is unclear whether the law makes provision to extend this to international transport and transit activities on French territory.

(from: lloydsloadinglist.com, May 27Th 2015)

INTERMODAL TRANSPORT

DB SCHENKER RAIL UK BEGINS TRIAL OF ECOFRET WAGONS

DB Schenker Rail UK has started a trial of two new Ecofret triple-platform wagons as part of its commitment to provide customers in the intermodal growth sector with the best possible service, and to minimise the impact of its operations on the environment.

The Ecofret wagons, which were developed and produced by VTG Rail UK, arrived at the Port of Southampton this week.

The 40ft platform length and efficient layout of the wagons maximises the number of containers that can be transported per train, making them more efficient and environmentally friendly than a conventional wagon.

The locomotive pulling the wagons has also been fitted with innovative auto stop-start technology.

The technology, manufactured by ZTR, works in a similar manner to stop-start technology in a car, stopping the engine from running when idling.

This has been shown in trials to reduce the amount of time the engine is running by approximately one third.

DB Schenker is the first rail freight company in the UK to introduce stop-start technology and has estimated that this will reduce CO_2 emissions by over 50 tonnes every year for each locomotive it is installed into.

Tests also indicate that using the technology will reduce the number of flat batteries, improving reliability for customers.

Steve Pryce, Head of Marketing and Wagon Management at DB Schenker Rail UK, said: "It was great to see the high-capacity Ecofret wagons at our Southampton terminal.

This is part of our commitment to give our customers the best intermodal service in the market, and follows the launch this year of our Eco Neutral zero-carbon product and our online customer portal."

Ian Shaw VTG's Marketing and Sales Director said the company was delighted to be doing new Intermodal business with DB Schenker.

"DB Schenker is a long-standing and valued customer and we are sure that this innovative addition to the wagon fleet will be successful in bringing key efficiency benefits to their business.

"Following VTG's recent acquisition of AAE's wagon fleet, the introduction of the Ecofret to DB Schenker further enhances our collaboration in this sector and bodes well for the future."

(from: transportjournal.com, June 5th 2015)

INDUSTRY

REMOTE CONTROL FOR PSA SINES

Kalmar is retrofitting remote control technology to 11 RTGs at PSA Sines Container Terminal in Portugal.

PSA Sines is following Hong International Terminals and retrofitting remote control systems to RTGs.

After a pilot project with one remote control (RC) desk the company has placed an order for seven further desks to operate its fleet of 11 Kalmar RTGs, delivered earlier this year.

“The terminal's existing 11 Kalmar E-One² RTGs are installed with fibre optics cable reel, and with Kalmar anti-sway technology they experience necessary load stability and control during remote operation.

They benefit from the Kalmar SmartRail automated steering solution utilising GPS and Glonass satellite navigation, as well as the Kalmar SmartStack real time automated inventory reporting and management.

Additional remote control upgrades to be introduced will further improve operational performance" Kalmar stated.

Tommi Pettersson, Vice President Automation at Kalmar, said: "We are delighted to be able to support PSA Sines in their expansion and to work together to implement this remote control technology on the new RTGs.

Once the semi-automation is deployed, we expect it to provide measurable improvements in productivity and efficiencies.”

Separately, Kalmar has announced a second repeat order for an additional nine all-electric RTGs-from Piraeus Container Terminal (PCT) S.A. in Greece, a wholly-owned subsidiary of COSCO Pacific Limited.

The deliveries are scheduled for 2016.

Kalmar's previous deliveries to the terminal consisted of 12 ERTGs in 2013 and nine ERTGs in 2015.

Mr Li Jianchun, Deputy General Manager of PCT, comments: "These latest Kalmar E-One2 Zero Emission RTGs will be working in the Pier III expansion area, helping us to enhance capacity in the yard.

The ERTGs apply new technologies that enhance productivity, reliability and flexibility, which we consider to be tremendous achievements.

The cranes will be manufactured at Rainbow-Cargotec Industries like the previous ones delivered by Kalmar.

We have been extremely satisfied with both the crane quality and on-time deliveries."

The RTGs will be 9+1 rows wide, with a 41-ton SWL capacity.

The all-electric system supports Kalmar's “industry-leading” maintenance interval of 1,000 hours.

(from: worldcargonews.com, June 13th 2015)

LOGISTICS

CENTRE OF EUROPEAN LOGISTICS SHIFTS EAST TO CENTRAL, EASTERN EUROPE

The European logistics landscape is changing as distribution channels continue to shift from west to east into the Central & Eastern Europe (CEE) region driven by growing trade and market demand, infrastructure development, greater supply chain efficiencies and an increase in manufacturing running north to south.

According to a report by Colliers International on the "Future of the European Logistics Market" the changes have happened over a short period.

"The confluence of shifting global trade routes, new infrastructure in Europe, the rapid emergence of e-commerce, growing CEE market demand and improvements in supply chain efficiencies all have their part to play in this evolution," Colliers' regional director of research Damian Harrington said in the Prague Post.

"Things don't stop here - the emergence, and need, for multi-modal freight capacity and energy efficient transportation and supply chains will continue to transform the hub and spoke model, significantly impacting the logistics landscape and our towns and cities in future."

The review of Europe's main ports shows there have been significant changes in trade since 2010, in terms of the volume of containers handled.

Ports servicing northern Poland and Germany have been on top, which is helping drive logistics demand across northern Germany into Poland and the core CEE markets.

Gdansk (Tricity) has seen trade volumes rise by 133 per cent since 2010, putting it on a par with Marseilles in France.

This growth story is second only to the best performer, Piraeus port, Athens, which has seen trade increase by 276 per cent putting it on par with Felixstowe, the primary UK port.

The growth in trade in Greece, Turkey and also in Constanta, Romania, reinforce the shift in trade via the Mediterranean up through southeast Europe, which is running in tandem with a significant shift in manufacturing growth in southeast Europe.

Low labour and operational costs, highly skilled workforce and increasing pan-European - and global - connectivity is driving this growth.

The other main growth ports since 2010 have been Marseilles, Genoa and Algeciras, demonstrating further the shift in Mediterranean trade servicing Europe.

Over the same period, the traditional north sea ports - Le Havre, Antwerp, Zeebrugge and Rotterdam have seen TEU volumes remain stagnant or decline over the same period.

In the UK, London has been the biggest growth port, while Felixstowe, Southampton and Liverpool have seen activity decline.

(from: seanews.com.tr, June 15th 2015)

PROGRESS & TECHNOLOGY

SCANIA TO TEST ELECTRICALLY POWERED TRUCKS IN REAL-LIFE CONDITIONS

In February 2016, Scania will start testing electric trucks on the electric road which will become a reality as the Swedish Transport Administration has now approved support for the Gävle Electric Road project.

The project will demonstrate and evaluate conductive technology, which involves electrical transmission through overhead lines above vehicles equipped with a pantograph power collector.

The investment in the Gävle Electric Road project is in line with the Government's goal of an energy-efficient and fossil-free vehicle fleet by 2030 and will help to strengthen Sweden's competitiveness.

The project consists of about SEK 77 million in public financing combined with about SEK 48 million in co-financing from the business community and the Gävleborg region.

Scania's trucks will operate goods transport services on a two-kilometre test route, which is being built between the Port of Gävle and Storvik along European highway 16.

The trucks are equipped with an electric hybrid powertrain developed by Scania.

Power to the trucks is transferred from overhead lines through a pantograph power collector mounted on the frame behind the cab.

This technology has been developed by Siemens, which since 2013 has conducted trials of electrified trucks together with Scania at its research facility outside Berlin.

The possibility of operating heavy trucks using electricity in this way means that the truck's flexibility to perform transport tasks using electricity and as a regular hybrid truck is maintained, while up to 80-90 percent of the fossil fuel emissions disappear.

Operating costs will be low as much less energy is required due to the efficiency of the electric engine, while electricity is a cheaper source of energy than diesel.

"The potential fuel savings though electrification are considerable and the technology can become a cornerstone for fossil-free road transport services.

Electric roads are also a way to develop more eco-friendly transport services by using the existing road network," says Nils-Gunnar Vågstedt, who is responsible for Scania's research in this field.

The demonstration facility for conductive technology is part of the Electric Roads Project, which is one of the largest innovation procurement projects currently under way in Europe.

In cooperation with the Swedish Transport Administration, the Swedish Energy Agency and VINNOVA, industry and academia will demonstrate and evaluate electric roads as a possible method for reducing the use of fossil energy in the transport system.

Participants in the Gävle Electric Roads project include Gävleborg Region, Siemens and Scania as well as Boliden, SSAB, Sandvik, Stora Enso, Ernst Express, Midroc Elektro, Sandviken Energi, the Port of Gävle, Gävle Energi and the Stockholm School of Economics.

The Swedish Transport Administration, the Swedish National Electrical Safety Board and the Swedish Transport Agency have also collaborated closely with the project.

Scania is also participating in another research initiative as part of the Electric Roads Project, where induction technology will be tested in city bus services.

A Scania city bus featuring an electric hybrid powertrain will go into daily operation in Södertälje starting in June 2016.

There will be a charging station at one of the bus stops where the bus will be able to refill with enough energy in just six-seven minutes to complete the entire journey.

(from: transportjournal.com, June 8th 2015)

STUDIES & RESEARCH

MEDITERRANEAN SHIPS MOVE 19% OF GLOBAL SHIPPING TRAFFIC

Shipping traffic in the Mediterranean rose 123% in the last 13 years, a study by the Italian economic research group Studi e Ricerche per il Mezzogiorno (SRM) revealed.

The research group, which is part of the Italian bank Intesa Sanpaolo and focuses on studying southern Italy, found the Mediterranean currently hosts 19% of global shipping traffic, a gain of four percentage points over 2005.

Cargo crossing between Persian Gulf and the Middle East and Asia rose 160% and 90%, respectively, over the 2001-2014 period.

SRM's second annual report called Italian Maritime Economy, examined data regarding traffic that concerns Italy and the Mediterranean.

In 2013, the top 30 Mediterranean ports have handled in 44 million TEU, up from 9.1 million in 1995 – a 382% increase.

An SRM analysis of port areas in Europe, North Africa and Asia shows that the port areas of the Mediterranean (the eastern shore, the western shore and the southern shore) handled 33% of global container traffic in 2014, a gain of 8% over 2008.

This compared to 42% of container traffic passing through Northern Range ports – like Rotterdam, Hamburg and Antwerp – which lost 5 percentage points in the same period.

Container shipping growth is concentrated in the southern Mediterranean, especially Tanger Med, which closed 2014 moving over three million TEUs, an increase of 20.7% over 2013.

Tanger Med saw an increase the year before of 40%.

The port now has a about a 10% market share for the segment in the Mediterranean.

Other fast growing ports garnering leading positions in the Mediterranean are Piraeus, which grew by 400% over the 1995-2013 period, arriving at a total of 3.1 million TEUs in 2014; Algeciras, which increased by 300% to 4.3 million TEUs; and Port Said, which soared 1500% to 4.0 million TEUs.

"In the last ten years, the Mediterranean has greatly increased its traffic, and it will rise again with the opening of the second Suez Canal.

Not only Naples, but all Italian ports are standing by watching, yet this is a unique opportunity for growth," said Maurizio Barracco, president of the Neapolitan lender Banco di Napoli.

The report identified three strategic drivers for the revival of Italian ports: an infrastructural and intermodal integration, the attraction of foreign investments with "free zones", and focusing the national political agenda on investment in logistics in southern Italy.

An important factor for increasing port competitiveness is, in fact, the ability to integrate intermodal transport: according to the study, docking a mega ship with a 20,000 TEU capacity can have an important impact as a multiplier for other means of transport, loading 14 trains, more than 1,000 vehicles and 12 other ships.

(from: hellenicshippingnews.com, June 8th 2015)

CONFERENCES

ESPO PORTS POLICY DEBATE SHOWS WILLINGNESS TO LAND WITH PORT REGULATION

This morning, the port industry discussed the state of play of the port regulation with Parliament and Commission.

One year after EU elections, work seems to move forward with the new Transport Committee.

In the debate held at the ESPO conference this morning, all speakers - Commission, Members of the EU Parliament and ports - generally expressed the wish to find an agreement on the text of the port regulation.

As rapporteur on the port regulation, Mr Fleckenstein (SD, Germany) outlined the main elements of his draft report, published today.

He confirmed his position in favour of more autonomy for ports and stressed the importance of transparency in the public funding of ports.

He also wants to ensure that a complaint mechanism exists for port users when necessary.

In addition, he highlighted the new elements in his report, in particular the deletion of the market access provisions and instead pleaded for flexible organisation models.

He further emphasized the close connection between the port regulation and clear rules on state aid for ports.

Therefore, no concrete date has been set for the vote of the report, since this will depend on the progress on the state aid discussions.

Moreover, he asked to include ports into the general block exemption regulation and stated that introducing a simple threshold for investments would not be enough.

Fotis Karamitsos, Acting Deputy Director-General at DG MOVE, presented the importance of having the regulation and said in that respect: "Don't let the courts make the policy for you!".

Mr Karamitsos further expressed his support for the Council approach but pleaded for restoring the autonomy on ports charging as proposed by the Commission.

He also said that transparency is a pre-condition for more clarity on state aid.

Elissavet Vozemberg (EPP, Greece) shadow rapporteur for the port regulation, pleaded for a European framework for market access for port services and for financial transparency in ports.

On the latter, she asked to exempt small ports.

She also called for more autonomy for the ports.

Miltiadis Kyrkos (SD, Greece), member of the Transport Committee, stressed the need for a "contemporary" framework for ports and added that transparency in the use of public funding is paramount for fair competition.

"The debate of this morning has shown willingness to land with a port regulation.

It is clear that all positions are not set yet and more work will be needed to come to a realistic compromise.

ESPO will continue its constructive dialogue with the rapporteur and shadow rapporteurs.

Moreover, we are happy to see that the autonomy principle is broadly supported by the Commission and Parliament", said Isabelle Ryckbost, ESPO Secretary General.

Looking back at the whole conference, ESPO Chairman Santiago Garcia-Milà said: "With nearly 300 participants, I believe we can consider this conference as a successful event.

The conference proved that energy should be high on the ports' agenda.

In that respect, we hope that the Commission will respond positively to our request to facilitate the energy-related investment in ports and that ports serve as important interlocutors when discussing energy policy."

The European policy debate marked the end of the 2-days ESPO conference that took place in Athens and that was amazingly hosted by the port of Piraeus.

All presentations are available on the ESPO website.

The next edition of the ESPO annual conference will take place in Dublin in May 2016.

(from: espo.be, May 22th 2015)

ON THE CALENDAR

- 24-25 Jun 13th ASEAN Ports and Shipping 2015 Jakarta, Indonesia
- 24-27 Jun ECONSHIP 2015 Chios, Greece
- 7-11 Sep PIANC-SMART RIVERS 2015 Buenos Aires, Argentina
- 17-18 Sep 10th Southern Asia Ports, Logistics & Shipping 2015 Mumbai, India
- 14-20 Sep Genoa Shipping Week, Genova, Italy
- 22-25 Sep NEVA 2015 St. Petersburg, Russia
- 26-28 Oct 6th Global Free Trade & Special Economic Zones Summit Dubai, UAE
- 29-30 Oct 13th Intermodal Africa 2015 Lusaka, Zambia
- 25-26 Nov 14th Intermodal Africa 2015 Lagos, Nigeria
- 8-9 Dec TOC Middle East in Dubai Dubai, UAE

The Secretariat of C.I.S.Co. is able to communicate detailed information on the programs of all the events and how to participate.