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

C.I.S.C.O. NEWS

GENOA SHIPPING WEEK: C.I.S.CO.'S STAND IN THE SQUARE

As part of *Genoa Shipping Week*, **C.I.S.Co.** invites you to its Piazza De Ferrari, Genoa stand dedicated to its activities and to all members.

Below is the calendar of events:

- ✓ **Monday September 14th 9.00-13.00**

C.I.S.Co. - *The standardization of container traffic*



- ✓ **OPENING CEREMONY OF GENOA SHIPPING WEEK AT 13:00**

- ✓ **Monday September 14th 14.00-18.00**

UNIGE – *Training in the Genoese Port-Maritime Cluster*

- ✓ **Tuesday September 15th 9.00-18.00**

RINA INTERMODAL - *Certification & Consulting*

- ✓ **Wednesday September 16th 9.00-13.00**

GRENDI TRASPORTI MARITTIMI - *Transport logistics and maritime trade*

- ✓ **Wednesday September 16th 14.00-18.00**

C.I.S.Co. - *The standardization of container traffic*

- ✓ **Thursday September 17th 9.00-18.00**

BUREAU INTERNATIONAL DES CONTAINERS – *Containers and the BIC Code*

- ✓ **Friday September 18th 9.00-13.00**

EUROPEA SERVIZI TERMINALISTICI - *The container terminal*

- ✓ **Friday September 18th 14.00-18.00**

MONTI INDUSTRIES – *The container and repair, storage, rental services*

Please also be advised that **Ship2Shore** devote this time in a special report for Container in the City.

We thank all the partners who made possible our initiative:

CCIAA GENOVA, ASSOPORTI, AUTORIA' PORTUALE DI GENOVA, AUTORITY PORTUALE DI PALERMO, ASSAGENTI, ASSITERMINAL, BUREAU INTERNATIONAL DES CONTAINERS, RINA INTERMODAL, MONTI INDUSTRIES, GRUPPO SCERNI, GRENDI TRASPORTI MARITTIMI, EUROPEA SERVIZI TERMINALISTICI, PHOENIX INTERNATIONAL, BOX4IT, UNIGE, TERMINAL SAN GIORGIO, NAUS SRL, CHINA SHIPPING, CLICKUTILITY.

PORTS AND TERMINALS

NORTH EUROPE BOX PORTS 'CONGESTED AND UNDER-USED'

Northern Europe's ports are suffering from underutilisation and congestion at the same time, as ultra large containerships and unreliable schedules play havoc with port operations, according to a new report from Dynamar.

A survey of 17 ports, comprising 55 container terminals, found throughput rose 5% in 2014 to 53m teu.

At the end of 2014, however, combined container handling capacity stood at 86m teu, resulting in an occupancy rate of 62%.

While the underutilisation of the facilities runs counter to claims of congestion, Dynmar points out that demand for terminals does not come in regular patterns.

"Even the largest ships remain prone to the elements, which are sometimes causing havoc to schedule integrity," Dynamar said.

"Early in the year, nearly a third of more than 9,900 vessel arrivals were off schedule.

Delayed ships may bunch up in their next northern European port, which will work through further in their schedule."

A certain amount of overcapacity may be considered a requirement to prevent congestion, Dynamar said.

The general consensus was that congestion would kick in when utilisation reached 75%.

The problem is exacerbated by the increasing size of containerships calling at northern European ports.

Few ports were built with ULCs in mind.

The first 18,000 teu ships were delivered only two years ago, but the number of this size of ship will reach over 100 by the end of the decade.

Moreover, all of these vessels will be operating on the Asia-Europe trade lane.

This is putting pressure on terminal operators to invest substantially in the cranes and equipment needed to handle ULCs.

“The consensus among big ship carriers nowadays is that terminals should handle 6,000 moves a day on a ULC,” Dynamar said.



“The universal consent among stevedores is that a production of 3,500 moves is a more realistic maximum.”

Dynamar points out that vessels such as UASC’s Barzan, with its two-island configuration, can only be offloaded by two more

cranes than can be used on an 8,000 teu ship.

Larger cranes with longer outreach weigh more, and therefore need stronger quaysides to support their weight.

Terminals

In 2014 only three of the 31 northern European ports serving vessels on Asia-Europe trades were purpose-built for handling ULCs: Eurogate Container Terminal in Wilhelmshaven; Hutchison’s Berths 8/9 at Felixstowe; and ECT’s Euromax at Maasvlakte I in Rotterdam.

DP World’s London Gateway has been developed for ULCs from scratch, but is not yet handling any ULCs.

Southampton Container Terminal has been expanded with a custom-built ULC berth.

In Hamburg part of the quays of Eurogate’s Container Terminal Hamburg and HHLA Container Terminal Burchardkai have been retrofitted, as has APM Terminal Gothenburg.

ECT has re-equipped its Delta Terminal at Rotterdam’s Maasvlakte I to accommodate ULCs.

At Bremerhaven’s Stromkaje, accommodating three terminals, 29 ship-to-shore gantries have been upgraded to a 23 boxes wide outreach.

At other terminals, the economies of scale carriers aim to achieve by operating increasingly larger ships mean that mainline terminals have no choice but to invest substantial sums in their facilities.

These investments should, but do not necessarily translate into higher stevedoring prices; shipping lines rather pass their economy of scale savings on to shippers in the form of lower freight rates instead, Dynamar said.

Europe's capacity for ultra large tonnage is set to expand massively during 2015 with the opening of three new terminals purpose-built for these ships.

APM Terminal Maasvlakte II opened in April and DP World's Rotterdam World Gateway will be formally opened next week.

The Liverpool2 Container terminal is also due to open by year-end.

Between them the three terminals alone will increase northern Europe's container capacity by 6m teu, or 7%.

Moreover, the new facilities all feature high degrees of automation, which is seen as the only way of meeting carriers' requirements of 6,000 moves per day.

"With remotely-controlled crane automation, APM Terminals expects to make up to 50% more moves per hour, while DP World/RWG anticipates 40 moves an hour," Dynamar said.

"In both cases, it comes down to some 6,000 moves per day working the ULCs with six automated quay cranes."

However, simple container handling is not the whole picture.

Terminals must also expand yard space and equipment.

"It will increasingly be required to start the delivery of inbound containers while the vessel is still discharging," Dynamar said.

"A fast quay crane production puts tremendous pressure on the terminal's storage capacity."

To prevent capacity constraints, ports and terminal operators have to try to stay ahead of demand.

If all intended expansions and new terminals are commissioned as planned, the 2014 overall capacity of 86m teu may increase by 5.2% to 143m teu by 2024.

(from: lloydsloadinglist.com, September 7th 2015)

MARITIME TRANSPORT

ARE CONTAINER SHIPPING LINES SWITCHING TO A TWO-STAGE RATE INCREASE STRATEGY?

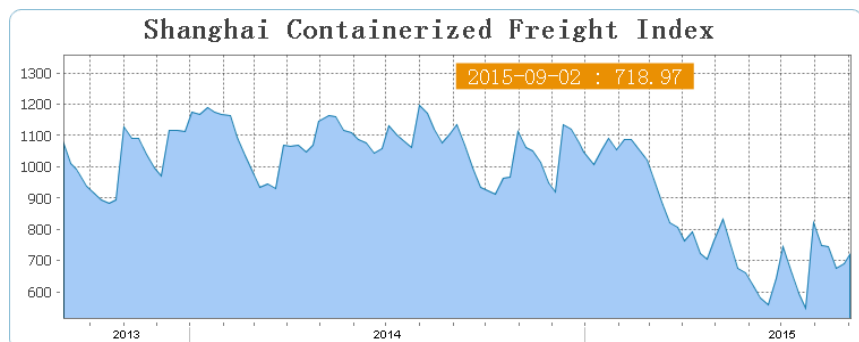
Container shipping lines on the Asia-Europe trade are attempting to push through another general rate increase in late September after failing to get more than a third of the general rate increases (GRIs) introduced this week.

CMA CGM said yesterday that it would implement an “additional rate restoration” of \$500 per teu between Asia, North Europe and the Mediterranean effective 20 September, and The Loadstar has heard that China Shipping has proposed an extra GRI from the same date for \$525 per teu.

APL advised customers on 14 August of a further \$500 per teu GRI from 20 September, on top of the \$950 it was proposing from 1 September.

After the implementation of an average \$1,000 per teu GRI this week, spot rates on the Shanghai Containerised Freight Index (SCFI) moved up by only \$172 per teu for North Europe and by \$168 per teu for Mediterranean ports.

[Due to the extended Victory celebrations in Beijing today and tomorrow, the publication of this week’s SCFI was brought forward – there may still be room for a further upward swing, though recent history suggests this is unlikely.]



This followed the previous week’s pre-GRI hop of \$122 and \$248 respectively and takes the SCFI reading to \$763 for North Europe and \$865 for the Mediterranean – somewhat below the level that the carriers need if they are to hold onto the profits extracted from the first six months of trading.

Spot rates have become more important to carriers this year because they have been obliged to increasingly tap this market to fill their ships as demand has weakened, just as they were hiking capacity by the deployment of bigger ships.

Although carriers refuse to divulge the percentage of spot cargo compared to paying contract cargo, one major container line source told The Loadstar recently that on some voyages to North Europe this summer spot cargo had been "over 50%", compared with around 25% a year ago.

And shippers with paying annual contract cargo at higher rates have demanded carriers concede temporary reductions in prices to reflect the market, and some have even torn up agreements handed their business to another carrier with a cheaper offer.

In the past Asia-Europe carriers were protected from the worst volatility of spot rates by a contract cargo cushion, but the influence of the freight rate indexes is growing and can no longer be dismissed as "a casino" by container lines.

The impact on the financial result from a sustained period of sub-economic spot rates can be seen from Hapag-Lloyd's second quarter report which shows a year-on-year \$220 per teu decline in its average Asia-Europe rate and would have plunged the German carrier deep into the red if not for the windfall of a 50% drop in fuel prices.

It probably prompted Hapag-Lloyd chief executive Rolf Jabben Hansen to say that it aimed to be "more responsible in the spot market" in the future – although with the pressure to fill a half-empty ship, this could be easier said than done.

Meanwhile, after the relative failure of 1 July, 1 August, and now probably 1 September GRIs, it appears that carriers are trying another tactic by proposing additional smaller increases for implementation mid-month.

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

RAIL TRANSPORT

ROTTERDAM-BAVARIA SERVICE GOES DAILY

Frequency of the Rotterdam-Bayern Express is to be increased from four to five departures a week in both directions.

From Monday the 7th of September 2015, Rotterdam will be connected daily by rail with Southern Germany.

The frequency increase makes the joint rail shuttle of ECT affiliate European Gateway Services (EGS) and TX Logistik AG (TXL) "an even more attractive alternative to the traditional route to and from Bavaria via the North German ports.

In recent months, numerous (German) companies have indicated that they are looking forward to a reliable daily rail connection with Rotterdam," said EGS and TXL in a joint statement.



"We are always trying to develop our rail products," said Klaus Niemöhlmann, Head of TXL's Maritime Division.

"Not only have we increased our frequency, but we have also added capacity to the

trains.

What's more, we are now able to handle our trains in Rotterdam even faster and more efficiently."

Mark van Andel, director of EGS, added: "With this daily service, Rotterdam is even more accessible to southern German companies.

We are convinced that the daily Rotterdam-Bayern Express will prove to be very competitive, offering our customers real added value."

The Rotterdam-Bayern Express can accommodate continental as well as both maritime cargo.

In Rotterdam, the train serves all major container terminals at the Maasvlakte and in the city area.

In Southern Germany, the service calls respectively at the Tricon Container Terminal in Nuremberg and the München Riem terminal in Munich.

EGS and TXL also offer pre- and post-trucking and other services at both locations.

They have their own branch offices in Munich to ensure close contacts with customers in the region.

Cargo which departs Rotterdam by train on Day 1 is at the doorstep of customers in Southern Germany and the north of Austria on Day 3.

Northbound, a similar transit time applies to the connection with the deepsea ship.

The route via Rotterdam offers major time savings, added EGS and TXL.

"Many deepsea shipping lines use Rotterdam as their first and last port of call in Europe.

To and from Southern Germany, this results in highly favourable transit times.

"While the deepsea ship sails to the North German ports after Rotterdam, the container is already en route to Southern Germany on the Rotterdam-Bayern Express.

"This can easily reduce the journey time by two days.

In the other direction, outbound cargo from Southern Germany can actually be put aboard the train later and still make the connection with the deepsea vessel.

"An additional advantage of the Rotterdam route is the possibility to defer the payment of VAT for import cargo until the moment the cargo is actually delivered to the customer.

For the route via Northern Germany, VAT is already due immediately upon arrival in the port; this will not be reimbursed to the company until later."

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

ROAD TRANSPORT

HAULERS FEAR MIGRANT CRISIS WILL SLOW DOWN INTRA-EU TRADE

Truckers caught up in Europe's migrant crisis say business is increasingly disrupted by queues and stowaways, but they are far more worried governments will step up border controls.

If the border-free zone within Europe were to disintegrate or be scrapped, it would call into question not only the road haulage industry's own, time-sensitive business model but the supply chains of industries across the continent, they say.

Faced with an influx of migrants, the European Union's 28-nation members have accused one another of breaking the law with ad hoc measures and failing to join forces to agree a common, workable solution.

German Chancellor Angela Merkel said on Monday (31 August) that if Europe fails to agree to a fair distribution of refugees, the passport-free Schengen zone encompassing 26 European states would be called into question.

For DSV, the third largest road freight operator in Europe with more than 17,000 trucks on the roads every day, that would have a serious impact that would end up fuelling inflation.

"If they start to stop all the trucks it will be costly for everyone and the bill will be passed on to customers and in the end, goods will be more expensive," said Soren Schmidt, head of DSV Road.

Jack Semple, Director of Policy for the UK's Road Haulage Association said its more than 6,000 member companies were already feeling the impact in an industry built on just-in-time logistics, whether for car parts or fresh produce.

Strike action by ferry workers in June exacerbated the situation by creating extra long queues.

"Our members tell us they have incurred substantial and demonstrable losses but so too have their customers.

We had one case where a load of high-grade steel plate was written off because migrants had got into the trailer because it was delayed and that impacted all sorts of supply chains," Semple said.

New era

Britain is not a party to the Schengen agreement but its companies, with parts coming and going across the continent, would still be affected if it began to crumble.

"I think were Schengen to be scrapped, we're into a completely new era," Semple said.

"There would have to be a rethinking of the European supply chain, stocking levels and that would obviously impact on cash flow."

Cyrille Gibot, spokesman for Dutch logistics company TNT Express, said it was looking closely at what ministers or governments might decide.

"For now we're not going to speculate on what measures they could take," he said.

Austria's toughening of controls along its eastern borders last week, after 71 migrants were found dead in a truck, created long queues and raised the prospect other countries may follow suit.



"If that is permanent, it could spread like wildfire," said a senior European diplomat.

"Schengen is under serious stress."

For Jan Buczek, head of Poland's Association of International Road Transport Carriers, talk of an end to Schengen, or its gradual erosion, brings back bitter memories of the time before Poland joined.

"There were passport, document controls, crosschecks, and all of this increased the waiting time to hours at best and days at worst," he said.

Buczek, who represents 5,500 companies, says there are 27,000 companies in Poland doing international road haulage, employing 200,000 drivers.

"The cost of a driver-car set stands at around €200 a day, so it's easy to imagine how much crossing borders used to cost us monthly or annually before we joined."

The impact of any tightening of border controls would be far-reaching, he said.

"Suspending the free flow of people within the EU would definitely boost nationalistic tendencies, tendencies to close national markets, and that would limit international road transport, and have a really negative impact on the industry."

Schaak Poppe, spokesman for the Dutch port of Rotterdam, Europe's largest, from which much of Germany's industrial output departs for China, said containers would be hardest hit.

The impact on bulk materials would be relatively small, since shipments of iron ore or oil were "relatively easy to deal with when it comes to customs", he said.

The situation with containers would be far more serious, since shipments went in relatively small batches of 35 by train or inland barges, he said.

"Especially for trucking it would have quite an impact."

A spokesman for Swiss logistics group Panalpina said 80% of its overland business in Europe takes place in the Schengen zone.

Its abolition would mean more queues, delays, increased costs and possibly missed deadlines.

"If border controls are introduced and depending on how thorough they might be, this could have an impact on our business, and also on industry as a whole," he said.

(from: euractiv.com, September 3rd 2015)

INTERMODAL TRANSPORT

HUPAC OFF BY 1.3% IN 1H/2015

Total shipments were down by 1.3% to 335,295 (say, 670,000 TEU); the UIRR operator blames strikes, construction work, accidents, and technical failures, which all impacted the operating quality of the railway network

The Swiss combined transport operator carried a total of 335,295 road consignments in unaccompanied combined transports.

The negative development was caused by a number of strikes in Germany, France, Belgium, and Italy, and traffic disruptions due to construction work and accidents.

In the segment of transalpine transports through Switzerland Hupac suffered a loss in volume of 2.7% (down to 192,205 shipments) compared to the prior year period.

A line in Austria had to be discontinued, which resulted in a 20.1% decrease in transports to 20,602.

Once again Hupac achieved growth in non-transalpine transports (5.4%, to 119,894 shipments), thus strengthening its position in the emerging markets in eastern, south-eastern and south-western Europe.



Transports within Europe, such as the new connection between Cologne and Malmö, also contributed to this encouraging result.

Hupac expects the moderate demand for transports to continue for the rest of this year.

The elements of uncertainty include declining fuel prices, which favours road shipments.

In addition, Swiss providers of rail freight services are burdened by the continued strong Swiss currency compared to the euro.

Another area of concern is the unsatisfactory operating quality of the railway network, which has dropped to a new low this year as a result of various factors.

“If the railway system fails to counteract this trend, we will cut ourselves off from the market”, said Hupac’s Managing Director Bernhard Kunz.

Kunz added that Hupac has successfully compensated the delays, at least in part, by taking organisational measures, but the desired 95% punctuality rate requires structural changes in the railways, such as equal treatment of freight transports and passenger transports and the introduction of a compensation system with a noticeable steering effect.

“Trains operating on time have a positive impact on the productivity of the resources that are used, such as personnel, engines, rail wagons, and terminals”, explained Kunz.

“On-time trains make happy clients.

And they save money to the benefit of the entire railway system.”

(from: worldcargonews.com, September 2nd 2015)

TRANSPORT & ENVIRONMENT

NEW MEGA-SHIPS HELP LOWER CARBON FOOTPRINT OF SHIPPING INDUSTRY, NOT JUST RAISE EFFICIENCY

Megaships with their fuel-efficient designs are helping to lower the carbon footprint of ocean liners, that, and slow-steaming and operating at steady engine speeds, according to a new report by the Clean Cargo Working Group (CCWG)

CCWG is an organisation whose members are shippers and carriers, including most of the top 20 container shipping lines, and represent 80 per cent of global capacity.

Shippers and freight forwarders include BMW, Belk, Electrolux, Heineken, Hewlett-Packard, Ikea, Kohl's, Monsanto, Nike and Ralph Lauren.

Importers and exporters have been coming under pressure from senior management in recent years to cut carbon dioxide emissions in their supply chains.

It is also becoming increasingly important to shipping lines, which are marketing the efficiencies of their new mega-ships to attract greater business from retailers and other large shippers with a mandate to reduce CO₂ emissions.



The report shows that in 2014 average CO₂ emissions in the global container shipping trades declined 8.4

per cent from the year before, with the greatest improvements recorded on routes where the largest and newest box ships operate.

While starting with the ocean segment of the supply chain, Clean Cargo has also developed an intermodal carbon calculator that measures emissions in the marine terminal, rail, trucking and warehouse sectors, reported Newark's Journal of Commerce.

Shippers through the working group calculate the environmental impacts of transporting their goods in international commerce.

Cargo interests use this information to benchmark the performance of their ocean carriers against others in the global container trades.

Last year the global fleet's average of CO2 emissions per TEU carried per kilometre travelled was 53.4 grammes.

The lowest average CO2 emissions were on the Asia-North Europe trade lane, at 37.9 grammes, where most mega-ships of up to 20,000 TEU are deployed.

The highest emissions were recorded in the intra-Europe trades at 84.

The trade lanes to Africa, Oceania and Latin America also had relatively high carbon emissions.

In the US trades, the lowest average CO2 emissions were in the Asia-US west coast trade lane, at 50.9, with vessels of 8,000 to 14,000 TEU dominating the trade.

The Asia-US east coast trade had average CO2 emissions of 56.

In the transatlantic North Europe to east and Gulf Coast trades, the average was 70.3 grammes of CO2 per TEU per kilometre.

(from: chineseshipping.com.cn, September 2nd 2015)

INDUSTRY

DEMAND FOR MODERN SECONDHAND TONNAGE REMAINS FIRM, DESPITE LACK OF MANY DEALS

Ship owners appear to still be very much active in the secondhand market, despite the fact that since the beginning of August, the overall activity appears to have retreated.

In its latest weekly report, shipbroker Intermodal noted that in the beginning



of the summer period, SnP activity was firm with numerous buyers, coming mainly from Greece and the Far East, inspecting ships and competing, something that “eventually drove asset prices up along together with the rise in the freight market.”

According to Intermodal’s SnP Broker, Mr. George Iliopoulos, “many ship owners believed, and some of them still do, that maybe this upward movement

in rates was the beginning of better days for the market that had remained stacked for a prolonged period of time at extremely low levels.

As owners observed more cargoes becoming available and charterers paying more to fix dry bulk tonnage, sentiment changed and morale overall improved, leading even those owners that refrained from SnP activity for over a year, to step off the sidelines and start exploring buying opportunities.

So up until the end of July we saw a significant rise in interest for dry bulk second-hand tonnage and more specifically Panamax and Capesize vessels”, said Mr. Iliopoulos.

Unfortunately, as Intermodal noted, “this interest stalled and on top of that rates started to decline on the back of bad news coming from the Chinese stock market and the local economy, which have more or less affected the markets worldwide, pushing down further commodity prices as well.

But, has China's crisis affected shipowners buying appetite?

After studying recent records of SnP activity we could argue that buying interest remains overall firm, something that can be also deducted from the number of buyers inspecting modern and older vessels that are available for sale".

Iliopoulos added that "essentially, China's economic turmoil has mostly affected the levels that buyers are willing to offer and not the interest to buy per se.

In fact, we observe that for a number of sale candidates out there, five to ten buyers have expressed their interest, a sign that interest remains firm despite the negative correction in freights and worries from the Far East.

For example the "Tennei Maru" (58kdwt, blt 09 China) was inspected by ten parties, the "Ocean Chie" (52kdwt, blt 03 Japan) by seven, while the "Rondeau" (76kdwt, blt 06 Japan) attracted the interest of five or six prospective buyers.

Hence, we could say that even though the market was definitely affected by China's recent crisis, many Greek and other owners keep their eyes wide open and are ready to make their move feeling that it is probably the right moment to do so.

This in itself reflects the fact that many owners indeed perceive current asset prices as low and attractive and additionally that there is some optimism still surrounding the future of the dry bulk market".

Intermodal's analyst went on to conclude that "it is, as always, of great interest to see how the SnP and Freight markets will behave in the last quarter of 2015, as throughout this year prices have been moving lower and lower compared to 2014, and numerous transactions took place, involving both traditional players as well as fairly young medium-sized firms.

Finally, let us hope that soon we will see some positive changes and robust growth in the world economy something that will help our industry advance and find its way out of the crisis that has been dominating post 2008".

(from: hellenicshippingnews.com, September 3rd 2015)

PROGRESS & TECHNOLOGY

CONTAINER SHIPPING LINE OPTS FOR LATEST REEFER BOXES TO PRESERVE PERISHABLES

Container shipping line Hamburg Süd, one of the foremost carriers of temperature sensitive cargo, has opted for 400 refrigerated containers equipped with Carrier Transicold's XtendFRESH™ atmosphere control system in order to give produce exporters a better way to maintain the quality of perishables in transit.

The system actively manages oxygen and carbon dioxide levels within the reefer boxes and removes ethylene, thus making for slower ripening and an improved product quality.

Prior to purchase, Hamburg Süd commissioned independent testing on the XtendFRESH system by Eurofins, using bananas in stationary trials and shipped from Latin America to Scandinavia, which verified the system's ability to help preserve the quality of perishable items.

The produce was analysed for appearance, freshness, water content and other attributes.

The new XtendFRESH systems have been placed into service in support of avocado exporters shipping from the west coast of South America to Asia, North America and Europe.

Martin Schoeler, senior manager, Logistics-Technology for Hamburg Süd observed that the fruit harvest was a significant market but that the banana trade would also benefit from the better quality transit with Michaela Steineker, global reefer manager, Sales & Marketing, Hamburg Süd, adding: "Ethylene removal is a unique feature of the XtendFRESH system that differentiates it from other systems and is definitely much desired by our customers."



Ethylene is a hormone given off by ripening produce that accelerates ripening if left unchecked.

A patented, self-regenerating activated-carbon scrubber assembly captures ethylene and controls CO2 levels.

As oxygen is consumed by ripening produce, automated, on-demand fresh-air ventilation helps maintain the optimum level for the cargo inside.

David Appel, president, Carrier Transicold & Refrigeration Systems commented: "We are pleased to provide Hamburg Süd with innovative technology that enables them to expand their service offerings to customers.

By helping to prevent premature ripening, the XtendFRESH system aids in maintaining optimum quality and shelf life of delivered produce while reducing the potential for food waste from spoilage."

The 400 new XtendFRESH systems were factory-installed on PrimeLINE® refrigeration units equipped with Carrier Transicold's energy-saving Enhanced Digital for Greater Efficiency (EDGE) technology package, all of which were mounted to 40-foot high-cube containers.

EDGE includes a set of design enhancements that improve upon the PrimeLINE unit's successful track record of energy efficiency and significantly reduces energy consumption for refrigeration helping Hamburg Süd achieve its sustainability goals.

(from: handyshippingguide.com, September 9th 2015)

STUDIES & RESEARCH

CONTAINER TERMINAL OPERATORS FORCED TO INVEST MORE TO BOOST CAPACITY

Container port terminal operators are being driven to make significant investments to boost capacity to accommodate larger vessels and rising global demand, according to the Global Container Terminal Operators Annual Report 2015.

Published by London's Drewry Maritime Research, it predicts average global container port demand growth of 4.5 per cent per annum through to 2019 and this equates to an additional 168 million TEU of port traffic, bringing the global total to 850 million TEU, the Marine Link of New York reported.

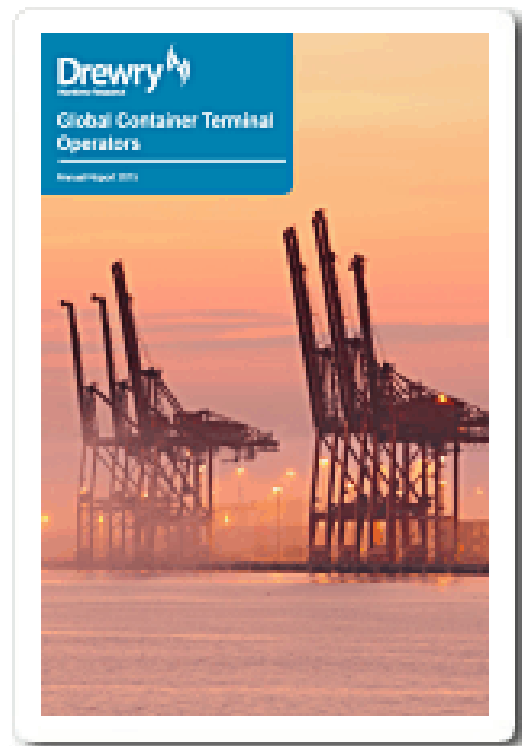
Asia accounts for 60 per cent of the forecast global demand growth.

At the same time, the deployment of mega-ships and the formation of new mighty shipping alliances are adding to capacity pressures on terminal operators worldwide.

In response to this, a number of the 23 companies that Drewry considers to be global/international terminal operators are making investments to ramp up capacity over the next five years.

APM Terminals and DP World are the most active in terms of the number of new projects in the pipeline but PSA International is adding the most capacity in absolute terms, particularly, at its home port of Singapore.

Hutchison, CMA CGM, TIL and ICTSI also have significant plans, with the latter's expansion representing a 40 per cent increase over the current capacity of its portfolio.



The primary expansion focus of the global/international terminal operators is greenfield developments in emerging market locations, with acquisition and divestment activity having reduced from last year.

Gulftainer also has ambitious plans, and Shanghai International Ports Group maintains an appetite for international expansion.

Meanwhile, financial investors continue to buy and sell stakes in terminal and port companies.

Owning and operating container terminals on an international basis remains a profitable business but is facing significant challenges ahead.

"The typical EBITDA margins for global/international terminal operators remain in a range from 20-45 per cent and the 2014 financial results were much in line with previous years, illustrating the consistency and reliability of container terminal operators' profitability," said top Drewry analyst Neil Davidson.

"However, maintaining these margins will become increasingly challenging in the face of the demands created by bigger ships and alliances," he said.

(from: seanews.com.tr, August 30th 2015)

REEFER

HAPAG-LLOYD INVESTS IN GROWING REEFER MARKET WITH LARGEST ORDER IN ITS HISTORY

Hapag-Lloyd is investing a double-digit-million amount in its container fleet with an order for 6,000 (12,000 teu) of the latest generation of reefer containers.

The company is already one of the largest reefer carriers in the world today.

This strong position will enable Hapag-Lloyd to benefit from increasing transport volumes not just on east-west trades, but also on north-south and Latin American trades.

“We operate a state-of-the-art reefer fleet that is the fourth-largest in the world.



With the new reefers, we are expanding our leading position even further in this specialised business with its specific demands and will thus benefit from the growing reefer market,” said Rolf Habben Jansen, Chief Executive Officer of Hapag-Lloyd AG.

“With our enhanced reefer fleet, we are ideally positioned for the Latin American trade, which is an important part of the reefer business – right on time for the opening of the expanded Panama Canal next year.”

In April, Hapag-Lloyd ordered five new 10,500teu ships with a high number of slots for reefers.

Each of these ships can accommodate up to 2,100.

The company said the newbuildings would be used primarily on trades to and from South America, as this region is one of the strongest reefer markets in the world.

The new reefers are to be gradually integrated into the container fleet, starting in the coming weeks.

Chief Operating Officer Anthony Firmin added: "With the new reefers, we will be offering our customers access to state-of-the-art equipment and together with our technical and operational expertise, we will ensure that the most demanding cooled cargo reaches its destination safely.

Our customers value our reliability and the efficiency of our processes."

Hapag-Lloyd uses reefers to transport temperature-sensitive cargo such as fruits, vegetables and pharmaceutical products as well as meat and fish.

Around 1,000 of the newly ordered containers will be fitted with controlled-atmosphere technology, which prolongs the life of certain fruits and vegetables, while maintaining the same quality.

The state-of-the-art containers will also have cooling units with the highest level of efficiency.

The company added that thanks to optimised power control, they will consume significantly less energy, without any change to performance and temperature precision.

(from: theloadstar.co.uk, August 20th 2015)

ON THE CALENDAR

- 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.