



Newsletter

June 15th 2016

Link road, rail, sea!

Council Of Intermodal Shipping Consultants

YEAR XXXIV
Issue of June 15th 2016

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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

"LARGER VESSELS, LARGER OPPORTUNITIES?" CONFERENCE ON CONTAINERIZED LOGISTICS ORGANIZED BY C.I.S.CO.

On Wednesday, June 29th, 2016 starting at 2:30 p.m. in the hall of Sala Elettra of the Stazione Marittima (Molo Angioino, Naples) will be held a conference on "*Larger vessels, larger opportunities?*" organized by C.I.S.Co. on the theme of containerized logistics.

The event is part of the Naples Shipping Week appointments, event twinned with the city of Genoa to provide, in alternate years, an event entirely dedicated to the culture and economy of the sea and which will be staged from June 27th to July 2nd in the capital of the Campania region.

The conference aims to give space to different actors moving within the container transport tapping topical issues, with the participation of companies in the sector of international importance.

The work will be divided in three sections: the first will focus on the relationships that bind the dimensional evolution of ships and business strategies of the terminals, the second on technological innovations at the service of containerized traffic and the third on the impact of the naval gigantism on land infrastructure, ancillary services and distribution technology.

The first part will take turns as speaker Pasquale Tramontana, CEO of MSC Napoli, Agostino Gallozzi of Salerno Container Terminal, Enzo Esposito of Emes International and Roberto Bucci of Terminal Flavio Gioia.

Next, in the most strictly technical session, attended by Alberto Ghiraldi of Passive Refrigeration Solutions and Miki Ferrari of Fly Technologies.

The conference will end with speeches by Marco Spinedi, president of the Interporto di Bologna, Antonio Pandolfo of Newcoop, Celso Paganini of Bella Vita and Paola Bottigliero of Saimare S.P.A.

For information and registration contact: info@ciscoconsultant.it

C.I.S.Co. – In-depth

The Council was founded by the Chamber of Commerce and the Port Authority of Genoa in 1967, coinciding with the advent of the first containerized traffic in the Mediterranean (and in particular in the port of Genoa).

The membership structure of the Council has been enriched over time through participation - alongside institutional entities like the Port Authority and the Chambers of Commerce - of some of the most important national private operators working in the field of transport and logistics.

In his nearly fifty-year activities the C.I.S.Co. has become a promoter of numerous international conferences, meetings, debates and publications.

About a hundred have been the meeting opportunities through which the Council has collected around themes from time to time emerging of containerisation and intermodalism the most sensitive domestic and foreign operators, including - alongside the traditional mean of conferences and meetings - also the organization of targeted missions and study trips abroad.

On the editorial side, the C.I.S.Co. oversaw the release of 13 specialized monographs on important technical aspects of container traffic, for the benefit of scholars and practitioners.

The C.I.S.Co. also publishes its own newsletter, on two-monthly basis, which collects the most significant news drawn from publications on the issues of the international transport sector.

In 2002 the leaders of the Council (starting with the founders, the Chamber of Commerce and Genoa Port Authority) have noted the need for a review of the statutory profile and sphere of action of the C.I.S.Co.: a new statute was launched; it identified a new associative reason (the current "Council of Intermodal Shipping Consultants"), giving the C.I.S.Co. a more operational and decision-making streamline and enabling it to upgrade its mission in the changed context of increasingly globalized and intermodal transport.



LARGER VESSELS, LARGER OPPORTUNITIES?
Il gigantismo navale e la logistica containerizzata



29 GIUGNO 2016 – NAPOLI
 Stazione Marittima di Napoli – Sala Elettra



PROGRAMMA DEL CONVEGNO

h 14.00 REGISTRAZIONE

h 14.30 Saluti e presentazione del convegno
 Giordano Bruno GUERRINI – Segr. Gen. C.I.S.Co. , Presidente B.I.C.

h 14.45 SESSIONE 1
Evoluzione dimensionale e strategie di business delle linee e dei terminal.
 Moderatore: Emanuele D'AGOSTINO

Pasquale Tramontana – MSC

Agostino GALLOZZI – Salerno Container Terminal S.p.A

Enzo ESPOSITO – Emes International

Roberto BUCCI – Terminal Flavio Gioia S.p.A.

h 16.15 SESSIONE 2
Innovazioni tecnologiche al servizio dei traffici containerizzate.
 Moderatore: Emanuele D'AGOSTINO

Alberto GHIRALDI - Passive Refrigeration Solutions S.A.

Miki FERRARI – Fly Technologies S.r.l.

h 17.00 SESSIONE 3
L'impatto del gigantismo navale sulle infrastrutture di terra, i servizi ausiliari e la tecnologia distributiva.
 Moderatore: Emanuele D'AGOSTINO

Marco SPINEDI – Interporto di Bologna

Antonio PANDOLFO – Newcoop

Celso PAGANINI – BellaVita

Paola BOTTIGLIERO – Saimare S.P.A

h 18.30 – Chiusura del convegno e rinfresco di ringraziamento

 **SAIMARE** S.R.A.
 SERVIZI AUSILIARI INTERNAZIONALI MARITTIMI

 **TFG**
 TERMINAL FLAVIO GIOIA S.p.A.

 **SCT** **salerno container terminal**

 **EMES**
 INTERNATIONAL S.R.L.

 **INTERPORTO BOLOGNA** S.p.A.

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PORTS AND TERMINALS

HPHT READY FOR SOLAS

Leading global terminal operator announces terminals in Hong Kong and Shenzhen are ready to offer container weighing services to meet the new SOLAS requirement.

Hutchison Port Holdings Trust (HPHT) has announced that its key terminals, including Hong Kong International Terminals, COSCO-HIT Terminals and Asia Container Terminals in Hong Kong and Yantian International Container Terminals in Shenzhen – “are ready to offer container weighing services to its customers.

This is an effort to support the IMO (International Maritime Organization) amendments to the Safety of Life at Sea (SOLAS) convention which takes effect from 1 July 2016”.



Weighing Facilities

Gerry Yim, Chief Executive Officer of HPHT, said, “As the leading natural deep-water terminal operator in South China handling up to 33,000 containers per day, we support the SOLAS convention and understand our customers’ concerns in coping with the challenges.

Our ports are ready with the necessary equipment and processes to offer container weighing services, and we are actively engaging our customers to help them achieve a seamless transition.”

HPHT has done what ICHCA and the TT Club have been pleading with the industry to do for months and worked with its shipping community and regulator to come up with a practical approach to VGM compliance.

“HPHT has conducted a number of customer communications sessions and pilot exercises with shippers and shipping lines across Hong Kong and Shenzhen to ensure that they are fully informed of the changes brought by SOLAS and HPHT’s contingency measures to address any technical and operational issues that may arise.

These sessions were fruitful as shippers and shipping lines could better understand the company's readiness for SOLAS and valuable feedback was received."

An event on May 20 attracted about 120 attendees from shipping lines, while another on 25 May drew over 200 terminal end-user participants.

Representatives from the Maritime Bureau and other government organisations also attended both events.

With regard to how it will weigh containers, HPHT said it has a total of 32 weighing facilities across its Hong Kong and Shenzhen container terminal operations.

These include weighbridges (pictured).

(from: worldcargonews.com, June 9th 2016)

MARITIME TRANSPORT

QUICKLY NEEDED: A SPEED LIMIT FOR SHIPS

Shipping suffers from two plagues: overcapacity and its perceived incapacity to reduce emissions.

Both are linked to the inherent nature of shipping – a truly global activity – and the difficulty to reach truly global agreements.

Difficult because there are always nations that think that their shipping companies are better off unregulated.

This leads to regulatory deadlocks unfortunately all too common in the shipping sector.

But what if global regulation would actually serve their self-interest?

Self-interest.

For most shipping firms this means: trying to survive and – with a bit of luck – make some profit.

How? By getting bigger, using bigger ships.



As soon as the frontrunner – usually with a Danish name – introduces a bigger ship, competitors have to follow, in order to stay competitive and not to lose market share.

What makes sense for each individual company does not make sense for the sector as a whole, because this collective behaviour creates overcapacity that depresses freight rates.

No firm lost market share, but nobody actually makes profits.

This “game” is not in the interest of any other player either.

Sure, the freight rate went down so the cost of imported and exported goods will go down.

Good news for exporters and consumers one would say.

Well, not really; the costs of maritime transport are already so low that a few cents less on the final price will not really make any difference.

Moreover, lower prices are counterbalanced by bigger supply chain risks of bigger ships and bigger shipping firms.

Inefficient firms will not disappear, as governments tend to bail out national shipping champions.

Regulating ship size could theoretically break this dynamic, but this is a blunt instrument vehemently unwanted by the shipping sector.

There is a more elegant way to deal with the overcapacity of ships: imposing a speed limit for shipping.

In practice, this means: slower speeds, so more ships would be needed to transport the same amount of cargo; ships that are abundantly available.

The shipping could actually like this, as this would allow them to use their ships rather than laying them up or scrapping them.

In terms of design, maybe not a maximum speed like for cars, but rather an average speed over a voyage that cannot be exceeded.

In this way, ships can still do their voyage optimisation, so speed up when needed.

One could also add the possibility for shipping firms to buy the right to go faster.

The speed limit could be differentiated per ship type.

And what is more: a speed limit could help shipping's environmental performance.

Fuel consumption – and thus emissions – increase exponentially with speed.

Slowing down ship speed will achieve considerable emission reductions.

Something highly needed in a time in which shipping emissions have been effectively branded by environmental NGOs as the elephant in the room.

So this story reads like a classical economists' fairy tale, in which the pursuit of self-interest leads to a desirable moral outcome.

Let's act on it.

(from: shippingtoday.eu, June 12th 2016)

RAIL TRANSPORT

RAIL FREIGHT STILL LOSING MARKET SHARE IN EUROPE

The European Court of Auditors says rail's market share of European Union (EU) freight has fallen since 2011 despite the EU contributing €28bn to rail projects between 2007 and 2013 and a concerted effort since 1992 to encourage a shift of freight from road to rail.

The auditors reviewed the performance of EU rail freight since 2000 and visited the Czech Republic, Germany, Spain, France and Poland between mid-2014 and mid-2015.

The auditors found rail's overall performance "remains unsatisfactory" with the average speed of freight trains very low and averaging only around 18km/h on many international routes.

They also discovered that many shippers prefer road transport to rail.



However, the auditors did note that some countries, such as Austria, Germany and Sweden, have managed to achieve better results than the EU as a whole.

"A single European railway area is still a long way from being

achieved," the auditors say.

"The EU rail network by and large remains a system of separate national networks, with various national authorities and very different rules governing path allocation, management and pricing.

Traffic management procedures are not adapted to the needs of rail freight, even within rail freight corridors: freight trains are charged for every kilometre of rail infrastructure they use.

This is not always the case for road transport."

The auditors discovered that in three of the countries they visited, more EU funds were allocated to road than rail between 2007 and 2013 and when EU funds were allocated to rail they were not primarily used to target the needs of rail freight.

"If the issues identified in our report are not addressed then extra funding will not resolve the problem by itself," Mr Ladislav Balko, the Court of Auditors member responsible for the report, says.

"The Commission and the member states need to help train and track managers improve rail freight's reliability, frequency, flexibility, customer focus, transport time and price."

The Court of Auditors says the first priority is to improve the strategic and regulatory framework for rail freight.

It urges the European Commission (EC) and the member states to address the weaknesses observed in rail freight market liberalisation; traffic management procedures; administrative and technical constraints; monitoring and transparency of rail freight performance; and fair competition between transport modes.

Secondly, the Court calls for more effective use to be made of available EU funds in targeting rail freight needs.

It wants the EC and the member states to adopt a consistent approach between policy objectives and fund allocation, with a focus on rail freight corridors, and to improve the selection, planning and management of projects as well as the maintenance of the rail network.

(from: railjournal.com, May 24th 2016)

ROAD TRANSPORT

FEW TRUCK FLEET MANAGERS CHANGE BRANDS TO GET BETTER FUEL EFFICIENCY - SURVEY

Just 3% of fleet managers in Europe's two biggest truck markets, France and Germany, have ever changed brands to get better fuel efficiency – and in Europe's 'big five' markets only 13% have ever done so, according to a GiPA survey of small and medium enterprises.

The figures do not come as a surprise after a 20-year stagnation in European truck fuel economy and EU efficiency standards are needed to strengthen competition in the market, said sustainable transport group Transport & Environment, which commissioned the survey.

The market survey comes as the EU is set to issue the biggest cartel fine in its history to Europe's largest truckmakers for allegedly fixing prices and delaying the introduction of technologies to control air pollution between 1997 and 2011.

Also during that period, new truck fuel efficiency and CO2 emissions barely improved.

CO2 emissions are directly related to the fuel economy of vehicles with internal-combustion engines, with more fuel-efficient vehicles emitting less greenhouse gas.



Five companies dominate the EU truck market; Volkswagen Group (MAN and Scania), Volvo Group (Volvo and Renault), Mercedes Benz, DAF, and Iveco.

William Todts, freight director at sustainable transport group Transport & Environment, said: "It should come as no surprise that seven out of eight fleet managers don't think that another brand can help them save fuel.

Fuel economy of new trucks has remained stagnant for 20 years now.

The ongoing emissions cartel case illustrates how cosy the market has been, to the detriment of their customers and the environment.”

While trucks make up less than 5% of all vehicles on the road, they are responsible for 25% of road transport’s fuel use and carbon emissions.

Meeting the EU’s 2030 climate targets as well as the more challenging targets of the Paris climate deal will require major efforts in the road freight sector.

Todts concluded: “There is a limit to what the market alone can achieve, and apparently it is stagnation.

The European Commission should commit to truck fuel-efficiency legislation and a timeline for its roll out in the EU’s 2016 decarbonisation of road transport strategy.

Otherwise, European trucks won’t be able to compete with American and Japanese ones as they race to comply with CO2 standards in their markets.”

(from: lloydsloadinglist.com, June 2nd 2016)

INTERMODAL TRANSPORT

ITALIAN OPERATORS BOOST INTERMODAL

Arcese and, in association with P&O Ferrymasters, Transmec have introduced new unaccompanied services on different axes.

Italy-based logistic services provider Arcese recently introduced a new intermodal service between Bettembourg (Luxembourg) and Le Boulou on the France-Spain border, to cater for North West Europe/Spain traffic flows.

It is now known which rail service provider(s) Arcese is buying slots from, but it is not Lorry-Rail (VIA), as it using lo-lo (un)loading.

Arcese is offering three departures/day in each direction, seven days/week, with C & D services covering Benelux, the Ruhr and Saarland with southwest France and the Spanish regions of Catalonia, Aragon and Valencia.



The maximum door-to-door transit time is 72h.

In addition, Bettembourg is a steel wheel hub for UK and Scandinavia traffic flows.

The service caters for 100 m³ trailers with a payload of up to 25t.

"Arcese began life as a road haulier and over the years has developed as a multimodal transport operator, and intermodal is a strong point of our service offer to clients," said Giovanna Montani, Arcese's FLT Sales Director, Europe.

Arcese Group covers 56 companies in three business units - road freight, air and sea, and logistics solutions.

P&O Ferrymasters and the Transmec Group have expanded their intermodal operations with the launch of a regular rail service linking Italy and Romania.

Using private rail operators under a dedicated company train concept, the service starts on 1st June with two departures per week each way between Piacenza and Oradea, leaving every Wednesday and Saturday.

An additional weekly departure is planned within a few months.

Key features include a fixed terminal-to-terminal transit time of 40 hours, up to 80 weekly slots, an own-asset fleet of 300 piggyback trailers and more than 2500 45ft palletwide HC containers, forward shipments/collections and an extensive office network with dedicated staff.

The launch follows the success of the intermodal operation between Zeebrugge and Romania launched by the companies in 2014.

Coterminous with the new service, P&O Ferrymasters and Transmec have invested 50:50 in the Oradea facility to set up their own private terminal - replacing the current Romanian railhead in Curtici - and are now upgrading the infrastructure.

Future operations and marketing will be geared towards providing terminal services to third party rail operators as well as hosting the partnership's own trains from Zeebrugge and Piacenza.

(from: worldcargonews.com, May 30th 2016)

TRANSPORT & ENVIRONMENT

IKEA AND NESTLÉ CALL FOR NEW EU LAWS TO CUT TRUCK EMISSIONS

An alliance of companies including Ikea, Nestlé and Heathrow airport have called on the EU to pass new laws cutting truck emissions within two years, to meet promises made at the Paris climate conference.

Heavy duty vehicles make up less than 5% of Europe's road traffic but chug out a quarter of the sector's carbon emissions – more than airplanes – and their fuel efficiency has hardly changed in two decades.

The EU's climate commissioner Miguel Arias Cañete has said that fuel efficiency targets for vehicles after 2020 are "essential" and a commission paper in July is expected to signal that they will be brought forward.

In a letter to the EU president Jean-Claude Juncker, seen by the Guardian, the clean corporate alliance says that CO2 test procedures and emissions monitoring alone will not kickstart the market for low carbon freight transport.

"Meeting the EU's 2030 climate targets as well as the more challenging targets agreed in Paris, will require major efforts in the transport and road freight sector," the letter says.

"We therefore call on you to propose post-2020 standards that reduce the CO2 emissions and fuel consumption of new trucks and trailers."

The missive, which is also signed by DHL, Philips, Kingfisher and Schenker urges the EU "to make a proposal to introduce [fuel economy] standards within the next two years."

Road transport accounts for around a fifth of Europe's greenhouse gases and Europe is unlikely to meet its Paris pledge of a 40% cut in carbon emissions by 2030 without curbing them.

CO2 pollution from heavy duty vehicles rose 36% between 1990 and 2010 due to increased freight traffic.

No fall is expected before 2050, without new regulations.

Bart Vandewaetere, Nestlé's assistant vice president told the Guardian: "Increasing fuel efficiency of trucks will give the transport industry the required

boost to further reduce overall CO2 emissions after 2020, when most of the other options have been fully exploited.”

Nestlé has pledged to cut its own fuel consumption and emissions by 10% above statutory commitments in the next four years, compared to 2014 levels.

The EU views mandatory CO2 per km targets as “the most apparent option” to curb greenhouse gas emissions from trucks but modern infrastructure, alternative fuels, taxes and road pricing could also play a part.

The car industry has proposed several alternative measures to mandatory post-2020 targets, arguing that they are already being stretched to the limit by current standards.



Kasper Peters, a spokesman for the European automobile manufacturers association said: “Considering the complexity of the truck market with several thousand shapes and sizes, introducing legislation suitable for all variations is extremely challenging.”

There simply is no ‘one-size-fits-all’ approach for heavy duty vehicles.”

The European commission is now in the process of finalising methodologies for measuring and regulating truck emissions, as has been done in the US, Japan and China.

Fuel efficiency for cars and vans has already improved dramatically as the EU has ratcheted up CO2 limits, which are set to hit 95 grams of CO2 per km in 2020.

But the performance of brand-leading trucks such as Volvo’s FH460 and Scania R450LA trucks have only improved over past models by 0.4 litres per 100km of motorway driving, in the last 20 years.

Two years ago, the EU adopted its first strategy to cut CO2 emissions from trucks, buses and coaches but the first obligations to measure and report their greenhouse gas performance will not take effect until 2017.

William Todts, freight director of the Transport & Environment group, said: “More fuel efficient trucks will save hauliers money, boost the economy and protect the environment.”

It's time for the Juncker commission to follow the example of the US, China and Japan and set ambitious truck fuel economy standards."

(from: theloadstar.co.uk/theguardian.com, May 27th 2016)

INDUSTRY

MAERSK SAYS EC SHOULD BE 'MORE REALISTIC' IN ITS GUIDELINES FOR GREENER SHIP SCRAPPING

Maersk Line has responded to criticism from an environmental group accusing it of using flags of convenience to bypass EC guidelines on ship scrapping.

The world's largest container shipping line this year announced it would continue to send vessels earmarked for recycling to the Indian beaches of Alang – long a favoured scrapping destination for shipowners.

However it has come under fire from environmental campaigners claiming the



waste management efforts at Alang are lax, and that it is outside the list of EU-approved ship-scrapping sites – currently comprising “a limited number of yards in China and Turkey”.

Recycling a ship at these yards costs between \$1million and \$2m more per vessel, Maersk has calculated.

And the guidelines only apply to vessels sailing under an EU

flag.

John Maggs, senior policy advisor at Seas At Risk and president of the Clean Shipping Coalition, said: “Maersk is a European company and should abide by European laws.

Suggesting that it might use a flag of convenience to escape EU ship-breaking rules designed to protect the environment and worker safety is scandalous, and will seriously undermine its credibility as a responsible shipowner and operator.”

However, Maersk yesterday told The Loadstar that some scrapping facilities in Alang had raised standards, with four now certified to new standards outlined under the recent Hong Kong Convention.

Maersk Group's head of group sustainability, Annette Stube, said: "Maersk Group has had a responsible ship recycling policy since 2009 – and we have not lowered our standards or changed our policy following our engagement in Alang.

"Developments in recent years in Alang have seen a number of certified yards capable of recycling to our standards.

In our view, it is essential to support this development – and we do that most effectively by bringing our ships to be recycled responsibly in Alang.

We consider our engagement an opportunity to change the industry for the better," she said.

The Clean Shipping Coalition argues that Maersk's decision to go to Alang "undermines not only the company's position as a responsible industry leader, but also European efforts to improve global conditions", and added that it represented a reversal on its "progressive policy on ship recycling, including a 'cradle-to-grave' approach of 'total vessel recycling'".

Sotiris Raptis, shipping officer at Transport & Environment, added: "While Maersk supports innovation in reducing air polluting emissions, this move shows a cavalier attitude towards the environmental impacts of dismantling ships in the intertidal zone.

Maersk needs to reverse course on practices that it previously denounced and that would never be allowed in Europe."

The Clean Shipping Coalition said recent guidelines issued by the EC "make it clear that a beach is not an appropriate place for a high-risk heavy industry involving hazardous waste management".

Vessels sailing under an EU flag will be legally obliged to use an EU approved facility, but pressure groups have called for shipping companies around the world "with a responsible policy to use EU-approved facilities".

However, Maersk pointed out that 768 ships were scrapped last year, with 469 – 74% of this total gross tonnage – sold to facilities on beaches in India, Pakistan and Bangladesh.

Ms Stube suggested the EC could develop its guidelines with greater reference to current reality.

"The aim of the EU legislation should be to raise the standards where the vast majority of the world fleet is recycled.

This is by no means accomplished by the suggested legislation, as it fails to support the development and improvement we have witnessed in Alang” she said.

“We strongly encourage the commission to reconsider its position, as an unfortunate consequence of the suggested legislation is the exclusion of the yards where more than 70% of the world’s fleet is recycled,” she added.

(from: theloadstar.co.uk, June 8th 2016)

LOGISTICS

DHL GLOBAL FORWARDING LAUNCHES 'INTELLIGENT' CARBON CALCULATOR

DHL Global Forwarding has launched a new-generation carbon calculator that allows customers to calculate transport-related emissions for almost all shipment sizes and modes of transport.

The DHL Carbon Calculator uses "intelligent algorithms" carried out online and based on real logistics data, explained Kathrin Brost, vice president for green strategy and customer intelligence at DHL Global Forwarding, which has tested the Carbon Calculator with customers.

"While many other computational tools provide only a rough estimate of the transport emissions and the route, the Carbon Calculator taps into real logistics data," she said.



Those data include the route to the nearest airport or harbour, the main leg by air or sea, and the "last mile" in the destination country.

To determine the level of emissions, the DHL Carbon Calculator uses data from DHL's Carbon Accounting and Controlling

department.

The computational methodology reflects the recognized Greenhouse Gas Protocol standards, the European Standard EN 16258, as well as the guidelines of the Global Logistics Emissions Council, DHL said.

Katharina Tomoff, vice president for shared value at Deutsche Post DHL Group, said: "With the intuitively operated Carbon Calculator, our customers can determine in advance the exact environmental impact of their shipment – at any time, from any place, and free of charge."

To calculate the emissions, customers enter the sender's and receiver's locations, as well as the weight and volume of a shipment, and select the preferred mode of transport.

Based on the entries, the Carbon Calculator recommends a shipping route, which customers can modify further.

Using this, the tool calculates the amount of CO2 equivalent emissions that the transport will generate.

Enquiries on the system and can be entered without registration, with registered users also having access to "an expanded range of analytical functions", DHL said.

The group said the new Carbon Calculator complements a number of DHL tools that help customers understand and reduce the environmental impact of their supply chains: 'Track & Trace' has been expanded to also show transport-related greenhouse gas (GHG) emissions data for individual shipments; 'Carbon Report' is an individualised report on the amount of GHG emissions generated by the transport of shipments; 'Carbon Dashboard' is an interactive Carbon Report that allows users to run simulations using different transport modes, product types and shipment sizes and to calculate the GHG emissions generated by each scenario.

"With its Green Optimization service, DHL also offers customized logistics solutions to help customers reduce GHG emissions and minimize the environmental impact of their logistics processes," the company said.

(from: lloydsloadinglist.com, June 7th 2016)

LAW & REGULATION

WEST COAST DOES PARTIAL U-TURN ON BOX WEIGHING

Members of the West Coast Marine Terminal Operators Agreement (WCMTOA) are still not offering a VGM service, but they have agreed to use their weighbridges and truck scale equipment to provide weight data to carriers.

After stating on 1 April that "all 13 member terminals are incapable of providing verified gross mass (VGM) weighing services that adhere to the SOLAS guidelines scheduled to go into effect on July 1", the 13 LA/Long Beach members of the WCMTOA have changed their tune.

In a statement issued yesterday WCMTOA stated: "All 13 member terminals already weigh trucks arriving with containers, to meet safety requirements of the Occupational Safety and Health Administration (OSHA) under 29 CFR.

"The terminals recognize that the U.S. Coast Guard will be enforcing the regulation with the ocean carriers.



The terminals have notified the U.S. Coast Guard and the ocean carriers that they will continue providing OSHA weights to the ocean carriers, which they can use at their discretion.

The terminals are ready to safely load the containers when instructed by the ocean carriers.

Individual member terminals will establish and communicate their own policies for receiving containers without a VGM".

The WCMTOA has been careful avoid any implication its members can be responsible for providing a VGM.

The process outlined above does not make clear how the weight of a container will extrapolated from weighing the truck, or how two containers arriving on the same truck will be handled.

Whether or not this type of process meets the full letter of the SOLAS amendment, it is being allowed by the US Coast Guard under its "equivalency notice".

This states that "existing U.S. laws and regulations for providing verified container weights are equivalent to the requirements in SOLAS Regulation VI/2".

The difficulty with this is the relevant Occupational Safety & Health Administration (OSHA) regulation allows a so-called "verified weight" to be obtained from a declaration of cargo weight.

Under section 1918.85(b)(4)(i) of the Safety and Health Regulations for Longshoring every outbound container must be weighed, but only "when container weighing scales are found at a marine terminal".

Section 1918.85(b)(4)(ii) provides: "If the terminal has no scales, the actual gross weight may be calculated from the container's contents and the container's empty weight.

The weights used in the calculation shall be posted conspicuously on the container, with the name of the person making the calculation, and the date".

What should, and likely does, concern the IMO is the process for getting the weight of the "container's contents" does not have the same "verification" standard as method 2 in the SOLAS amendment.

(from: worldcargonews.com, June 3rd 2016)

STUDIES & RESEARCH

ALLIANCES 'TO CUT PORT CALLS TO REDUCE TRANSIT TIMES'

Container shipping alliances are increasingly focusing on faster transit times and reliability to lure shippers.

But with lines reluctant to pay higher fuel bills if they speed up vessels, services are likely to be streamlined and port calls cut, according to Drewry.

The analyst said that announced changes by the 2M alliance of MSC and Maersk could quickly become the template for rival alliances.

The two carriers last week outlined details of a new Asia-North Europe network that will come into effect in the third quarter peak season.



Although the changes were subtle, and branding and the number of ships and services would stay the same, Drewry said alterations to port rotations would result in faster transits and fewer port calls.

“One of the benefits trumpeted a couple of weeks ago by the member lines of The Alliance that shippers can look forward to next year was ‘very attractive transit times’, and it seems that the 2M carriers have decided to take up the challenge and speed things up ahead of their new rivals,” said the analyst.

“Rather than increasing the operating speed of vessels – an unattractive cost proposition in light of bunker prices doubling in recent months – the 2M carriers have decided to reduce the number of ports served.

Inevitably this means that they will lose some direct connections, but the pay-off is that transit times in surviving corridors can be reduced as more time is spent at sea.”

Drewry said the main reduction of port calls would be in Asia, but the network changes would boost 2M's transit times to the key North European ports of Hamburg and Rotterdam.

"Based on our research 2M will have the best in class [transit times] from three ports in Asia to Hamburg, and from five Asian ports to Rotterdam when the new network comes into effect," said Drewry.

"The reductions in transit times from 2m's network re-tuning are not huge, but it is clear that shippers can expect to see carriers and alliances putting speed and reliability at the forefront of their sales pitches.

It is likely that the other two alliance groups will design their own networks to be competitive with 2M."

(from: lloydsloadinglist.com, June 7th 2016)

ON THE CALENDAR

- | | | |
|-----------------------|----------------------|---|
| ▪ 27/06/16 - 02/07/16 | Napoli | Naples Shipping Week |
| ▪ 14/07/16 - 15/07/16 | Bangkok | 14th Asean Ports & Shipping 2016 |
| ▪ 05/09/16 - 07/09/16 | Muscat | Middle East Transport and Logistics Exhibition |
| - | | ME TRANSLOG |
| ▪ 06/09/16 - 09/09/16 | Amburgo | SMM 2016 |
| ▪ 13/09/16 - 16/09/16 | Birmingham | IMHX 2016 |
| ▪ 14/09/16 - 14/09/16 | New York | 8th Annual Global Commodities, Energy & Shipping |
| ▪ 15/09/16 - 16/09/16 | Accra | 4th Annual Africa Port & Rail Expansion Summit |
| ▪ 18/09/16 - 21/09/16 | Genova | IUMI Annual Conference 2016 |
| ▪ 21/09/16 - 22/09/16 | Londra | 9th Arctic Shipping Summit |
| ▪ 21/09/16 - 23/09/16 | Santa Cruz, Tenerife | Seatrade Cruise Med 2016 |
| ▪ 22/09/16 - 23/09/16 | Sri Lanka | 11th Southern Asia 2016 |
| ▪ 30/09/16 - 30/09/16 | La Spezia | Italian Cruise Day |
| ▪ 03/10/16 - 06/10/16 | La Valletta | Malta Maritime Summit 2016 |
| ▪ 05/10/16 - 05/10/16 | Londra | 9th Annual Shipping, Marine Services & Offshore Forum |
| ▪ 11/10/16 - 14/10/16 | Venezia | GreenPort Cruise - GreenPort Congress |
| ▪ 16/10/16 - 18/10/16 | Lisbona | World Coal Leaders Network 2016 |
| ▪ 17/10/16 - 21/10/16 | Paris Le Bourget | Euronaval 2016 |
| ▪ 23/10/16 -26/10/16 | Abu Dhabi | Breakbulk Middle East 2016 |
| ▪ 24/10/16 -24/10/16 | Dubai | The Maritime Standard Awards 2016 |
| ▪ 25/10/16 - 27/10/16 | Copenhagen | Danish Maritime Fair 2016 |
| ▪ 25/10/16 - 26/10/16 | Abu Dhabi | NATRANS Expo 2016 |
| ▪ 26/10/16 - 28/10/16 | Abu Dhabi | Overseas Project Cargo Association 3rd Annual |
| ▪ 26/10/16 - 27/10/16 | Jeddah | 12th Trans Middle East 2016 |
| ▪ 02/11/16 - 02/11/16 | Londra | 6th Annual Shipping & Offshore CSR Forum |
| ▪ 15/11/16 - 17/11/16 | Rotterdam | Intermodal Europe 2016 |
| ▪ 15/11/16 - 17/11/16 | Rotterdam | Transport & Logistics 2016 |
| ▪ 16/11/16 - 18/11/16 | Istanbul | Logitrans 2016 |
| ▪ 17/11/16 - 18/11/16 | Mombasa | 16th Intermodal Africa 2016 |
| ▪ 20/11/16 - 23/11/16 | Dubai | 3rd International Conference on Coastal Zone Engineering and Management in the Middle East (Arabian Coast 2016) |
| ▪ 23/11/16 - 24/11/16 | Budapest | Translog Connect 2016 |
| ▪ 23/11/16 - 25/11/16 | Jakarta | MARINTEC INDONESIA 2016 |
| ▪ 05/12/16 - 07/12/16 | Dammam | Saudi Transtec 2016 |
| ▪ 07/12/16 - 09/12/16 | Guangzhou | INMEX China 2016 |

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