Newsletter

March 31st 2017

Link road, rail, sea!

Council Of Intermodal Shipping Consultants

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YEAR XXXV
Issue of March 31st 2017

March 31st 2017

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

PORTS AND TERMINALS

BLACK SEA CONTAINER MARKET UP BY 9.63%

Black Sea container terminals of Ukraine, Romania, Russia, Georgia and Bulgaria handled 2,460,028 TEU in 2016, including empty containers, excluding transshipment.

This review observes only full containers of the region – 1,785,618 TEU.

In 2016 general increase in laden containers was 9,63%

Total growth achieved by these five countries in 2016 was 9,63%, compared to the same period last year.

In 2016 there was a laden container turnover increase in all countries of the Black Sea region except Georgia, which have suffered 12,09% drop of laden container turnover.

At the same time, Ukraine, Romania, Russia and Bulgaria achieved 30,66%, 4,71%, 7,52% and 4,65% growth of laden container turnover respectively.

Import stated 51,37% of laden container volume at the Black Sea

During this period, 51,37% of laden containers handled were imported, with 48,63% of the volume being exported.

It is estimated that laden container share was 72,59% and empty container share was 27,41%.

Export volumes from the aforementioned countries increased by 12,61% compared to 2015.

Ukraine and Russia achieved significant volume growth of export volume – 29,64% and 24,01% respectively.

Romania suffered 0,1% decrease of laden export volume, while Bulgaria achieved growth of 0,3%.

Georgia decreased its laden export volume by 14,93%.

Ukraine achieved 31,93% growth of laden import volume

Import to the region increased by 6,95%, mainly because of Ukrainian import volume growth of 31,93%.

In 2016 import volume increased in all countries of the region except Russia (-1,57%) and Georgia (-11,56%).

Black Sea countries shares by laden container turnover, 2016

Thus the percentage of laden volume handled by each country in 2016 distributed as follows: Ukraine – 29,87%, Romania – 24,99%, Russia (Black Sea) – 24,92%, Georgia – 10,93%, Bulgaria – 9,29%.

Black Sea Container Terminals shares by total turnover, 2016

The top-five container terminals of the region in 2016 changed their positions in total volume handled: DPW (Constanta, Romania) still was on the first place, HPC Ukraine (Odessa, Ukraine) moved from the third to the second place, APMT Poti (Georgia) moved from the second place to the third, NLE (Novorossiysk, Russia) moved from the fourth to the fifth place and NUTEP (Novorossiysk, Russia) moved from the fifth to the fourth place.

All of these terminals except APMT Poti (Georgia) and NLE (Novorossiysk, Russia) achieved volume growth in 2016 compared to 2015.

Maersk, MSC, CMA CGM, Arkas and ZIM controlled 73,38% of the Black Sea market

As for the leading carriers of the region, there were no changes – Maersk was a leader, followed by MSC, CMA CGM, Arkas and ZIM.

Arkas achieved a significant laden volume growth in the region and its share almost equaled to the share of CMA CGM.

All these carriers controlled 73,38% of this market.

Since the middle of 2014 the service of former G6 was re-built (Hapag Lloyd, OOCL, MOL, NYK, HMM, APL).

Thus, OOCL moved to ABX service (ZIM) and G6 alliance became G5.

In 2015 G5 members controlled 5,81% of total laden container market share, but in 2016 G5 members controlled only 5,05% of the market.

At the same time in 2015 OOCL had 1,92% of market share, but in 2016 its share increased by 0,03 p.p. and stated 1,95%.

In Q1 2015 2M (Maersk and MSC) and Ocean Three (CMA CGM, CSCL, UASC) alliances started their activity in the Black Sea region.

In 2015 total market share of Maersk and MSC was 46,69%, but in 2016 it grown by 2,04 p.p. to 44,65%.

In 2015 total laden container market share of Ocean Three alliance members was 15,22%, but in 2016 it grown by 0,72 p.p. to 15,94%.

Also it has to be mentioned that in 2015 the total laden container share of CSCL and COSCO was 5,83%, but in 2016 it grown by 1,73 p.p. and stated 7,56%.

(from: hellenicshippingnews.com, March 23rd 2017)

MARITIME TRANSPORT

FORWARDERS VOICE CONCERNS OVER EUROPE-ASIA OCEAN CAPACITY SHORTAGES

Global and European freight forwarding representatives have voiced their "deep concerns" about the capacity shortages, price rises, and "service uncertainties" for customers with ocean freight shipments from Europe to the Far East over the last few weeks that show no sign of easing in the short term.

International forwarding federation FIATA and European association CLECAT questioned why so many Asia-Europe ocean services had been withdrawn at a time of high demand and challenged lines' application of surcharges on already-agreed bookings and tariffs.

The two bodies said capacity for maritime shipments to Asia had "decreased dramatically, with repercussions on rates and service.

Due to higher demand and capacity managed by carriers, shippers may have to wait for weeks to ship a container."

Expressing their members' concern about this situation, the European and global associations of freight forwarders stressed "the importance of the availability of sufficient capacity to ensure the facilitation of world trade", adding: "Carriers must respect ongoing agreements and contracts.

FIATA and CLECAT are open to discuss with the ocean carriers these current developments and the difficulties they are facing, but cannot ignore members' concerns with the level of service."

In a joint statement yesterday, they observed: "A number of carriers announced a Peak Season Recovery Surcharge (PRS) last week on cargo moving from Europe to the Far East.

These separate announcements all appeared within a matter of days.

FIATA and CLECAT cannot silently accept shipping lines now trying to apply the new PRS for shipments booked subject to tariffs and agreements valid at the time of booking.

Ongoing contracts and fixed agreements should be respected in order to keep sustainable relationships in the supply chain."

CLECAT and FIATA also questioned whether the PRS could justifiably be classified as a surcharge at all.

"Surcharges by definition relate to sudden changes in variable costs incurred by carriers, such as bunker prices, port congestion and currency fluctuations," they said.

"FIATA and CLECAT question whether such changes in the variable external costs have actually occurred in this situation."

One European freight forwarding source told Lloyd's Loading List that forwarders believed lines were simply exploiting the current tight capacity to boost their revenues.

CLECAT and FIATA said they recognised that demand for shipments from Europe to the Far East has increased, but questioned whether the current situation of insufficient capacity can be explained merely by higher demand.

"We witness an increase of vessels being taken out of circulation, which in our opinion contradicts the current increase in demand," said Jens Roemer, chairman of the FIATA's sea freight working group.

"On some routes, shipping lines only accept bookings for sailings as far away as in four weeks' time.

Furthermore, it has been extremely difficult for the industry to deal with blank sailings."

Forwarding sources confirmed to Lloyd's Loading List that the main capacity challenge for European customers currently had been on the 'back-haul' eastbound market, and that the current 'peak' in eastbound demand had not necessarily been anticipated.

Nor was it clear how long it would last, but they acknowledged that the long-term trend was expected to continue in which westbound Asia-Europe ocean freight demand exceeded eastbound demand in both volume and rates.

Mediterranean Shipping Company (MSC) has described the demand for space for cargo going east of Suez as "currently extremely strong", noting: "This, in combination with a number of sailings omissions as a result of the recent Chinese New Year slowdown, has resulted in a high level of requests and bookings."

Maersk also confirmed there had been an increase in eastbound demand, driven by several factors including domestic policies in China stimulating demand and hence requiring raw materials such as like chemicals, wood, paper and recyclables; a decline in Asian imports from Europe for the last 12-18 months now requiring re-stocking; and strong demand continuing in areas like food and beverages – commodities such as meat, milk powder and alcoholic drinks.

But separate sources have told Lloyd's Loading List that shipper representatives have expressed concerns about whether the current capacity shortage may have been exacerbated by the recent consolidation and new alliance formation among shipping lines, questioning whether this may have distorted competition.

Asked whether CLECAT shared these concerns, CLECAT's director general Nicolette van der Jagt told Lloyd's Loading List: "We are witnessing a process of horizontal integration by the liner shipping industry.

We have had discussions at our recent Maritime Institute meeting about this development, with the remaining global shipping lines now organised in only three remaining alliances.

This is considered as a threat in its own."

She continued: "Given that capacity in the industry is concentrated in the hands of a few players, active globally, I would agree that the current capacity shortage situation may have been exacerbated by the recent consolidation and new alliance formation among shipping lines.

We will bring these developments to the attention of those that should monitor and safeguard compliance with competition rules in the EU."

But she said CLECAT could not make any statement at this point as to whether the market conduct of lines described above, in relation to the current Europe-Asia capacity situation, is consistent with EU and international competition rules.

"I think that this should be assessed by DG COMP and other competition authorities around the world," she said.

"At the same time we see a process of vertical integration, but the (EU) Commission has found no competition concerns arising from the vertical links created by the merger between the markets for liner carriers, terminal operators, ports and freight forwarders."

In the meantime, CLECAT and FIATA called on container shipping lines to do all they can to ensure that sufficient capacity is available for forwarders and their customers, commenting: "FIATA and CLECAT emphasise the importance of ocean carriers in the global supply chains and are aware of the difficulties their industry is facing.

However, in order to prevent long-lasting damage to trade, CLECAT and FIATA urge carriers to do all that is possible to guarantee sufficient capacity to traders."

As reported on 3 March in Lloyd's Loading List, European exporters needing to ship export containers from Europe to Asia and the Middle East have been facing unusually tight capacity for the time of year for several weeks leading to rising rates, booking restrictions, and backlogs.

And as reported earlier this week, spot container freight rates from North Europe to China rose 45% last week to a four-year high of more than US$1,000 per feu due to unexpectedly strong eastbound volumes, especially to China, plus service cuts post-Chinese New Year.

(from: lloydsloadinglist.com, March 15th 2017)

ROAD TRANSPORT

LESS THAN ONE MILLION TRUCK TRANSITS ON THE SWISS ALPS

Last year, for the first time in over twenty years, transits of trucks on the Swiss Alps were less than a million: in 2016 their number decreased by 3.4 percent compared to 2015, dropping to 975,000.

In parallel, the market share of the railway in transalpine freight traffic rose to 71%, thus reaching the highest value since 2001, when the framework conditions have changed with the introduction of the levy on heavy vehicle fee and the gradual increase in the weight limit of 40 tonnes.

The Federal Office of Transport has today published a report on the evolution of transalpine freight traffic in 2016, which shows that last year the Swiss Alps were transported a total of 40.4 million tons of cargo (+3,7%), the highest recorded volume.

The increase was absorbed entirely by the railway.

The volume of goods transported by rail rose to about 28.6 million tons (+ 6.4%), continuing the growth begun in 2012.

The positive development was primarily due to the improved economic situation in Germany, in Italy and in general throughout Europe, the relatively high availability of rail infrastructure and the continuation of the accompanying measures to encourage the transfer of freight traffic from road to rail.

Like last year, the growth was mainly due to increased traffic on the rail line Lötschberg-Simplon, while the Gotthard route has played a less important role, because many logs were affected by construction work on the 4-meter corridor.

The Gotthard base tunnel became operational only just on December 2016.

The transportation segment wagonload again recorded a significant growth (+12%), while the transport of containers and trailers (unaccompanied combined transport) increased by 55 and, with a 63% stake, continues to dominate much freight traffic transalpine rail market.

The rolling highway transport (Rola) decreased by 6.3%.

The truck transits dropped to the level of twenty years ago

The quantity of goods that crossed the Swiss Alps on trucks or tractor-trailers fell to 11.7 million tons, representing a 2.5% decline.

The heavy goods vehicles transits in 2016 were 975,000, or 35,000 fewer than in 2015, representing a decrease of 3.4%.

Such a low number of transits was not seen as the mid-nineties; then, however, the volume of road transport was almost half of the current one.

The Gotthard was once again the main road mountain pass, with 72% of all journeys.

With the report on the transfer of traffic in 2015, the Federal Council has approved additional measures to promote the transfer of transalpine freight traffic from road to rail, namely the amendment of the levy on heavy vehicle fee at the beginning of 2017 and the granting to the railways of a time-limited discount on the price of tracks for the use of transalpine routes.

It continues so consistently the implementation of the traffic transfer policy approved by the people.

During the current year the rail freight traffic over the Alps will face major challenges on the operational level: the line in Luino on the Gotthard route will in fact closed for six months, to allow the execution of construction works of the corridor of 4 meters .

As a result, the ability of tracks for rail freight traffic will suffer limitations and some of the most important transhipment facilities for transalpine freight traffic will be accessible only making alternate routes.

(from: transportjournal.com/bav.admin.ch, March 24th 2017)

INTERMODAL TRANSPORT

EUROGATE INTERMODAL REINFORCES SOUTH-EAST SERVICES TO ISTANBUL

Eurogate Intermodal (EGIM) is expanding its intermodal transport network and reinforcing Munich as a hub for rail transports to Europe's southern ports, the Balkan states and Turkey.

EGIM now offers two weekly connections between Munich and Budapest with block trains to Budapest-BILK freight station in a transit time of less than 24 hours without stops.

In addition to this route, EGIM operates two weekly services from Budapest to Istanbul (Halkali) in Turkey.

Customers have a high demand for reliable rail connections to Turkey as an alternative to traditional truck transport.

Munich will thus become the central hub for shipments from Southern Germany, Italy (La Spezia, Genoa, Trieste) or Slovenia (Koper) to South-East Europe and the Bosporus.

EGIM already operates six direct trains a week from the German North Sea ports to Hungary.

Effective immediately, EGIM is now offering two direct connections a week between Munich and Budapest-BILK, for both export and import shipments.

Lars Hedderich, Manging Director of Eurogate Intermodal GmbH: "Our services to and from Hungary are reliable and very successful.

Our customers validate this.

We want to build on this success by consistently reinforcing our South-East European routes.

Just a few months ago, we introduced a connection from Budapest to Nyribator in Eastern Hungary with the aim of expanding our market towards Hungary and Romania.

The rail connection from Budapest to Turkey is a reliable alternative to traditional shipments by truck and ferry.

There is high customer demand for rail connections to Turkey."

(from: theloadstar.co.uk/eurogate.de, March 27th 2017)

TRANSPORT & ENVIRONMENT

SHIPOWNERS IN "WAIT AND SEE" MODE AHEAD OF 2020 SULPHUR CAP, AS UNCERTAINTY LOOMS LARGE

Shipowners are growing wary ahead of the 2020 sulphur cap decided by IMO and have chosen to adopt a "wait and see" approach, before they make any hasty decision.

In its latest weekly report, shipbroker Gibson began its analysis by noting that "the date is sometime in 2020, the event is the annual Alternative Fuels award ceremony held in front of a packed auditorium full of stakeholders covering representation from shipowners, refiners and the oil majors.

The audience is eagerly anticipating the announcement of the coveted winner.

The best newcomer Oscar went once again to LNG, still not quite worthy of the big prize.

While the lifetime achievement award went to fuel oil for decades of loyal service to the shipping industry.

So who will win the ultimate prize 'compliant low sulphur fuels' or 'scrubbers'?

On the stage there appears to be some confusion, who has the envelope containing the all-important result?"

According to the London-based shipbroker, "the above paragraph may be a little skit on events at the recent Hollywood Oscar's ceremony, however it does illustrate the huge amount of uncertainty that currently surrounds the sulphur limits issue.

Shipowners appear to have adopted a wait and see approach, while many refiners have the headache of whether to make considerable investment in upgrading, in what are in, many cases, old inefficient production facilities.

In addition, what will become of all the surplus of high sulphur fuel (HSFO), effectively a by-product of the current cracking process?"

Gibson added that "lets take a look at some of the options.

Increasing use of low sulphur fuels has been widespread over the past few years with the growth of the ECAs.

During the recent low bunker price environment, the additional ECA low sulphur fuel costs have been absorbed by counterparties.

But where will the oil price be in 2020?

Another option is to continue to use HSFO and install a 'scrubber' to clean the engine emissions prior to exhaust discharge, but this solution requires upfront capital investment.

Higher bunker prices would make this a much more attractive solution as the price differential between distillates and HFO would be that much greater and consequently the scrubber repayment period would be quicker.

But even here there are other considerations to be thought through not least the age of the vessel.

With many owners controlling large fleets, investment here could be considerable even if technology brings down equipment costs.

Given the above it is hardly surprising that owners are adopting a wait and see approach".

The shipbroker said that "refiners have a different approach, who will pay the huge investment costs to change refinery plant to produce compliant fuel – namely distillates?

Here the challenge is whether there will be enough compliant product to meet demand by 2020?

The industry estimates that on current requirements refiners will need to replace around 250 million tonnes of HSFO with a substitute to meet the 0.5% maximum sulphur specification.

Alternative fuels have been developed by several of the oil majors, but the challenge here is to find a cost-effective way to remove the sulphur from HSFO.

This also raises the issue of compatibility between the new hybrids.

Also, why would refiners want to develop cheaper alternatives as owners already pay a premium for distillates.

Should owners favour adopting scrubbers the incentive for refiners to develop cheaper cleaner fuels disappears".

"In conclusion, it will be difficult to pick a winner here.

In reality each solution has its own merits in the right set of circumstances and in all probability, each will take a share of the prize.

It is not surprising that shipowners have adopted a wait and see approach.

The headache of current trading environment is perhaps prohibitive for owners to sanction more debt and in the end owners will leave the party without clutching any awards", the shipbroker concluded.

Meanwhile, in the crude tanker market this week, in the Middle East, it was "an active week for VLCCs, but the heavy weight of availability persisted to keep the market boxed in at an average low ws 50 mark to the East and high ws 20's level to the West – basically unchanged from last week's numbers.

March fixing is rapidly drawing to a close now and opportunities for owners to kick the soft trend will be limited.

Suezmaxes had a bright start and initially drove rates up to ws 95 to the East and into the low ws 50's to the West, but from midweek things slowed again and no further gain could be posted into the weekend upon a flatter feel.

Aframaxes couldn't maintain their previously upward move, but did manage to tick over at around 80,000 by ws 120 to Singapore for most of this week – perhaps a little lower by the week's end and into next week", Gibson concluded.

(from: hellenicshippingnews.com, March 12th 2017)

LOGISTICS

ITALIAN CHEESE MAKER SELECTS INFOR PLATFORM TO BOOST ANALYTICS AND LOGISTICS

Italian cheese manufacturer Auricchio S.P.A. has selected Infor M3 as well as Warehouse Mobility and INFOR Xi to support its global expansion strategy and standardize processes across the group.

The ERP platform is expected to support Auricchio's requirements specific to the fresh produce industry, aid its data analytics, and boost both its planning and logistics processes for ten operational units across Italy, the US and Spain.

On the back of significant business change, including several acquisitions in recent years, the manufacturer and distributor of "Made in Italy" cheese brands selected the Infor application based on its flexibility, industry-specific food industry functionality, and ability to facilitate a new, more modern and shared management platform.

The platform's international capability and scalability were also key factors in Auricchio's decision, along with confidence in Infor's partners, Cad-it and Brainware, who had already implemented Sales Analysis with Infor d/EPM.

Having also visited international Infor M3 references in their same business, the 140 year old cheese manufacturer had absolute confidence that Infor was the very best partner for this transformational project.

The application, which is anticipated to be live in January 2018 for 150 users, means that the cheese manufacturer is expected to benefit from greater coordination across departments, tighter management of the nuances of each product with regard to costs, and constraints around certification and traceability.

Enhanced information on each operation – from production, inventory, yields, weight retention and logistics handling – are also set to deliver improvements in waste reduction, enhance product rotation and boost customer service.

“We operate in a volatile market, and frequently have to adapt our strategies to meet changing market conditions,” comments Giovanni Martini, CFO and Group Controller, Auricchio Group.

“Legislative and regulatory change also impact our business operations significantly, particularly as we have so many different group companies we have to report on.

Similarly, traceability and certification constraints are crucial in the fresh food industry, therefore having a system which can help us cope with all of these complexities, via an easy to use interface, was a prerequisite.

Through adopting the Infor solution we can have a single management view of our entire operations which not only can help us to meet regulatory needs, but affords us the flexibility and agility to respond to market opportunities quickly to maximize our profitability.”

“The increasing level of complexity combined with squeezed margins and rapidly changing consumer demand in the food industry mean that one size fits all systems really are a thing of the past,” comments Bruno Pagani, Sales Director, Infor.

“Successful manufacturers such as Auricchio are embracing technology which is tailored specifically to the requirements of their industry, in this case the complexities of cheese manufacturing, without sacrificing scale.”

(from: logisticsbusiness.com, March 23rd 2017)

LAW & REGULATION

US LAUNCHES CONTAINER SHIPPING INVESTIGATION

Several major international container shipping lines last week received subpoenas from the US Department of Justice as part of an investigation into the container shipping sector.

A spokesperson for Mediterranean Shipping Company (MSC) told Lloyd's Loading List: "We confirm that several container shipping lines, including MSC Mediterranean Shipping Company, received last week subpoenas from the US Department of Justice.

Due to the ongoing nature of the investigation we cannot comment further at this stage."

And a spokesperson for Maersk Line told Lloyd's Loading List: "We can confirm that Maersk Line on 15 March 2017 was served a subpoena (request for documents) by the US Department of Justice in the course of an investigation into the global ocean container shipping industry.

The subpoena does not set out any specific allegations against Maersk Line."

Maersk stressed that a subpoena does not mean that a company has engaged in illegal behavior, nor does it prejudge the outcome of the investigation itself.

"As always, Maersk will fully cooperate with the authorities in their investigations, and will respond as appropriate to the subpoena," the world's largest container shipping line said, emphasizing that Maersk Line "is a values-driven company with a strong culture of compliance", and adding: "We are committed to comply with laws and regulations.

We train and support our employees, we monitor our compliance, we work with authorities and engage in regulatory matters.

In short, we work hard to comply, also with competition laws."

But in terms of this specific investigation by the US, the line said: "As the investigation is ongoing, we have no further comments at this point."

Lloyd's List reported that the US Department of Justice served the subpoenas on lines at a meeting in San Francisco of the International Council of Containership Operators, commonly known as 'The Box Club', taking advantage of the presence of so many international lines within the US.

Most of those attending the latest meeting represented non-US lines, Lloyd's List said.

It is unclear at the time of writing whether the US Department of Justice believes the meeting of The Box Club itself represented a breach of US competition laws, or whether the subpoenas are part of a wider investigation into competition within the container shipping sector.

Lloyd's List reports that The Box Club has permission, filed with the US Federal Maritime Commission, for competitors to meet to discuss matters of mutual interest that are not of a commercial nature.

(from: lloydsloadinglist.com, March 23rd 2017)

PROGRESS & TECHNOLOGY

ICONTAINERS GOES A STEP FORWARD IN INCREASING TRANSPARENCY IN OCEAN FREIGHT

iContainers , the 100% online freight forwarder, has unveiled its latest digital extension to its online platform.

The new enhanced feature, Track & Trace, enables shippers to pinpoint the exact location of their cargo 24/7 in real-time and injects a new level of efficiency and transparency to the ocean freight industry.

Functions of Track & Trace

Track & Trace, as its name suggests, provides shippers with their latest cargo status.

The service provides real-time container tracking, status updates via push notifications, hence providing customers with a more accurate overview of their logistical timeline.

From inland pick-up to arrival at destination, shippers can keep up with their shipment's status changes at any time, granting them a greater control of their logistics chain from start to end.

Track & Trace works with any shipping carrier.

Shippers no longer have to contact corresponding carriers to locate their cargo.

That way, they are able to see which carriers can better fulfill their needs as they will have the capacity to review potential delays.

Additionally, via their iContainers account, they can access information such as shipment documentation, contracting rates, booking history, and obtain personalized shipping statistics.

With this, shippers can save time when making future reservations.

The technology behind the scenes

Track & Trace combines extracted data from iContainers' own massive data and integrates them with data from other third-party information providers.

This data is then consolidated, sorted and displayed on a user-friendly interface and fed to shippers via Track & Trace.

First in a series

Track & Trace is just the beginning.

Over the coming weeks, iContainers will be rolling out additional tools such as inland tracking, one-click reservations, price alerts and more detailed customs information.

The enhanced Track & Trace feature is the perfect complement to iContainers' existing online platform.

"Our commitment is to give as much transparency as we can to help shippers make the best decisions for their logistics," says iContainers co-founder Carlos Hernández.

"With this enhanced version of Track & Trace, we expect to obtain an improved understanding of the shipping status which will help us comprehend which carriers provide better services.

We're pursuing the dream to have an index of punctuality like the airlines industry."

Making informed choices

Delays are not uncommon in the ocean freight market.

With Track & Trace, shippers will be able to make better decisions.

The real-time shipment status updates allow shippers to make better estimations, hence providing them the flexibility to adjust their logistics chain accordingly.

According to an iContainers study, around 20% of containers fail to load on time and 70% of shipments arrive late.

Such incidents affect the competitiveness and reputation of companies to whom maritime goods are entrusted.

Technological commitment iContainers has intensified its investments in technology over the past year.

Track & Trace is just one of many technological initiatives the company has made since its launch in 2007.

Already, with their platform, iContainers allows customers to compare from over 500,000 shipping routes and offers personalized ocean freight quotes in a matter of seconds.

(from: cargobusinessnews.com, March 16th 2017)

STUDIES & RESEARCH

EUROPEAN BIG DATA RESEARCH INITIATIVE GETS UNDERWAY

The European Union's (EU) Transforming Transport big data research project, which was launched in January and runs through to June 30 2019, is preparing to launch a rail pilot project in Spain as one of 13 pilot schemes in Europe covering all modes of transport.

Coordinated by Indra, Spain, Transforming Transport is intended to be a tangible demonstration of how data generated by the transport and logistics sector can be exploited in an innovative way using big data technologies to improve efficiency and the management of services and develop new sources of revenue or business models.

It is one of the largest projects funded by the European Commission (EC) within its Horizon 2020 programne, both in terms of its €18.7m budget and the fact that it has 47 partners from Britain, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, and the Netherlands, including PTV and Fraunhofer Germany, Thales, infrastructure managers Adif, Spain, and Network Rail, Britain, and several universities.

The pilot projects will be used to develop and test new algorithms based on existing big data technologies that allow for the integration and analysis of real data from diverse sources, developing transport patterns and exploiting these in a way that is most suitable for decision-making.

The Spanish city of Valladolid will implement one of the pilot projects on urban mobility; France, on the connected vehicle; and Britain, on rail transport.

The results from the pilot projects are expected to be reusable and replicable, even after the end of the project.

The use of big data is expected to improve operational efficiency by at least 15% by optimising the use of resources and reducing maintenance costs, fuel consumption and incidents.

It should also make it possible to offer services better adapted to the clients' needs, while also helping to optimise passenger flows, reduce waiting and freight delivery times, and avoid failed connections between different modes.

Indra, in collaboration with Adif and Ferrovial Agroman, will launch a rail pilot project on the Cordoba - Malaga high-speed line in Spain.

Big data technologies will be used to improve the management of the line's maintenance works, optimise available resources and reduce maintenance costs based on integrating, processing and modelling different data sources including maintenance, assets, traffic data, topology, superstructure data and meteorological information.

Real-time predictions will also be made on the impact of maintenance on certain events for rail traffic management.

(from: railjournal.com, March 21st 2017)

REEFER

MAERSK CONTAINER INDUSTRY LAUNCHES ENHANCED REEFER CONTAINER SYSTEM FOR COST-EFFECTIVE OCEAN TRANSPORT OF HIGH-VALUE FRESH PRODUCE

Extending the profitable market reach of high-value perishables, Maersk Container Industry (MCI) has launched an extension of its established controlled atmosphere system.

Effectively controlling the ripening process, the Star Cool CA+ system extends the market reach of sensitive low-respiring perishables such as blueberry and lychee, reaching their destination in optimal condition without over-ripening or decaying during transit.

With increased consumer demand around the world for a vast variety of fresh produce, the Star Cool CA+ system provides new cost-effective trade opportunities for fruit growers, shipping lines and food retailers alike, as well as an increase in choice and quality for consumers, regardless of regional seasons.

"Demand for a large variety of fruit and vegetables is increasing throughout the year", said Søren Leth Johannsen, Chief Commercial Officer, MCI.

"We further developed our existing controlled atmosphere system with the specific goal of supporting our customers in tapping into these trade opportunities by enabling them to reach more distant markets with low-respiring perishables, which typically also have a high value."

Compared to high-respiring perishables such as bananas and avocados, low-respiring perishables require a different composition of the atmosphere in the container.

Building on its proven Star Cool CA system for high-respiring fresh produce, MCI developed the enhanced CA+ functionality in close cooperation with experts and selected shipping lines and applied data gathered from some 40,000 Star Cool CA units in operation worldwide.

"The use of controlled atmosphere (CA) for transport of low respiring commodities, such as blueberries, is a crucial technological contribution to enable perishables to reach their destination in optimum quality", said Bruno Defilippi Bruzzone, Agronomic Engineer, Head of Postharvest Unit at the

Institute for Agricultural Research (INIA), La Platina Experimental Research Center, Chile.

“Using CA technology during transit, like MCI’s advanced system, provides multiple new benefits for low-respiring perishables, such as a reduction in fruit metabolism, improved decay control, extended shelf life and reduced loses for the growers and exporters.”

The Star Cool CA+ system provides shipping companies with direct access to data on the conditions inside the reefer throughout the entire transportation window, without needing to rely on a third-party controlled atmosphere provider.

This reduces costs, increases transparency and provides valuable consolidated data about the condition of the cargo during shipping.

MCI says Star Cool CA+ can be easily added to its Star Cool reefers, either delivered pre-installed from the factory or as CA Ready for later in-field upgrade.

(from: shipmanagementinternational.com, March 23rd 2017)

ON THE CALENDAR

▪ 19/04/2017 – 20/04/2017	Cape Town	17th Intermodal Africa 2017
▪ 18/05/2017 – 19/0520/17	Georgia	6th Black Sea Ports & Shipping 2017
▪ 06/0720/17 – 07/07/2017	Yangon	15th ASEAN Ports and Shipping 2017
▪ 28/09/2017 – 29/09/2017	Tallinn	Baltic Sea Ports & Shipping 2017
▪ 26/10/2017 – 27/10/2017	Barcelona	5th MED Ports 2017
▪ 29/11/2017 – 30/11/2017	Abidjan	18th Intermodal Africa 2017

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