Council Of Intermodal Shipping Consultants

Newsletter

April 15th 2018

Link road, rail, sea!

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PORTS AND TERMINALS

MOROCCO'S TANGER-MED PORT RUNNING AT FULL SPEED

Home only to grazing sheep just a decade or so ago, a stretch of Moroccan coastline near Tangier is abuzz as its new port presses towards expansion.

Inaugurated in 2007, the Tanger-Med port complex, not far from the Strait of Gibraltar, handled 51.3 million tonnes of cargo, on a par with the Port of London.

Its industrial park, connected to a free-trade zone, is creating jobs at a rate that "exceeds expectations," port Director-General Jaafar Mrhardy.

With 750 companies and thousands of employees, the port generated $6.8 billion of revenue in 2017.

The port's location, growing industrial zone and relatively cheap local labour have attracted shippers, truckers and businessmen but its ambitions do not stop there.

Tanger-Med, which expects its Tanger Med II extension to triple container capacity by 2019, is aiming to become the Mediterranean's top port.

"We are positioning ourselves as a 'best cost' country," said Mrhardy, "with proximity to European markets and very competitive costs."

Bulldozers are working on embankments and three gigantic gantry cranes have been delivered.

On one of the Tanger-Med I docks, a massive wind turbine produced by a local branch of Spanish renewable energy giant Siemens Gamesa was awaiting delivery.

Nearby, security guards with a sniffer dog scanned cars boarding a ferry bound for Italy.

The port's passenger terminal handled 2.8 million passengers last year.

During peak season, it receives up to 33,000 passengers and 9,000 vehicles per day, said Hassan Abkari, director of the port's passenger division.

He said the new port has reduced waiting times and unclogged Tangier's city centre.

Truckers use a motorway junction that bypasses Tangier, 50km away.

About 290,000 semi-trailers passed through Tanger-Med last year.

Day and night, teams of trucks loop between the docks of the port complex, the storage warehouses and the companies in the industrial zone.

The workshops of Still Nua Fashion, in an alley of the free-trade industrial zone, receive containers of fabric from China and Turkey.

Designs made in Ireland are cut and sewn, ready for shipment to the United States and Britain.

"We are in the 'fast-fashion' (business)," said Naoual el-Mlih, Still Nua Fashion's energetic director.

"With very short delivery times, the proximity of the port is crucial."

For Mohammed Ali Enneifer, a Tunisian who leads a branch of the French cable production company Acome, the port's strategic placement is key.

"Time is money.

It used to take three weeks to reach Hamburg, now it's 10-12 days," he said of the link with the German port city.

"The connections are direct.

We can receive or remove a container in less than 24 hours."

French car manufacturer Renault, which opened a plant in Tanger-Med in 2012, exported more than 300,000 cars last year to the 74 countries served by the port.

Its site employs 8,600 people and "100% of the staff is Moroccan," boasted factory director Renaud Le Gal.

Next year, the port expects to export cars built in a new Peugeot factory in Kenitra, 200km to the south, said Rachid Houari, another Tanger-Med director.

Beyond the logistics and customs facilities offered by the port's free-trade zone, the cost of Moroccan labour is another major draw.

"Our parent company in Ireland employs 75 people at a total cost equal to that of our branch, which has 400 employees," said Mlih.

The company plans to move its design services from Dublin to Tangier, joining a growing number of firms making the same jump.

(from: hellenicshippingnews.com, April 10th 2018)

MARITIME TRANSPORT

BOX FREIGHT RATE VOLATILITY INCREASING DESPITE CONSOLIDATION

Container line consolidation has yet to provide the rate stability promised by having fewer competitors competing for the same cargoes, according to a new report from SeaIntel, but increasing volatility may be part of the process of consolidation.

In an assessment of seasonal freight rates over the past 20 years, SeaIntel found that volatility, as measured by the difference between the highest and lowest rates achieved in a quarter, has increased in all but the third quarter in all years since 1998.

"It is very clear that in the first, second and fourth quarters, we have seen a gradual increase in volatility - most clearly in the first and second quarter," SeaIntel says.

"During the full 20-year period we have in fact seen a tripling of the level of rate volatility in the first quarter and a doubling in the second and fourth quarters."

While market volatility is in unchanged in the peak season, it has been going up sharply off-peak, particularly in the first quarter around Chinese New Year.

"One of the key arguments behind the past decades of carrier consolidation has been to achieve scale advantages," SeaIntel says.

"Additionally, the arguments recently have been that a consolidation to a smaller number of carrier will serve to stabilise what has been a rather unstable market."

But freight rates are often set by considerations other than supply and demand, SeaIntel adds.

"The long-term way out of this challenge is to consolidate and reduce the 'game' to a more limited number of players, hence reducing the risk of any individual player igniting the inevitable chain-reaction which comes with dropping the rates."

So far, consolidation has shown a correlation to volatility, but not in the way carriers might have expected.

"The slope is completely opposite of what might be intuitively expected," SeaIntel says.

"There is a correlation between higher consolidation and higher volatility."

The link, however, is likely not causal, SeaIntel says.

"The most probable hypothesis for this development is that in the path towards consolidation, it becomes increasingly important for the main carriers to maintain and grow their market share, and as the markets become more commoditised, increasingly freight rates become the most important tool with which to accomplish this objective, in turn driving volatility upwards."

Consolidation is therefore seen as necessary in order to stabilise the markets, but the path leading to a critical mass of consolidation has the counter-intuitive effect of actually destabilising the markets.

"The question then remains whether the recent consolidation into effectively seven super-sized carriers is sufficient, or whether the aspirations voiced by players such as Hyundai Merchant Marine and SM Line means that we are not at the point of stabilisation just yet," SeaIntel says.

(from: lloydsloadinglist.com, April 11th 2018)

RAIL TRANSPORT

MALZEWICZE-BREST BORDER CROSSING MAIN BOTTLENECK ON NEW SILK ROAD

While volumes on te New Silk Road are rapidly increasing, the route also has some serious bottlenecks, such as the Malzewicze-Brest border crossing, connecting Poland and Belarus on the most popular railway route between Europe and China.

This was one of the main conclusions at the Silk Road Summit, Gateway Poland held in Wroclaw last week.

"When the railway connection between Europe and China was first introduced as a viable alternative to road and sea freight, the proposed transit time was nine days", Krzysztof Szarkowski, Intermodal/Rail Manager at DHL Freight uttered.

At the moment, a journey from Duisburg in Germany to Chongqing on the east coast of China takes 14-16 days.

These are impressive transit times, considering that the first train on this route took 25 days to reach its destination.

However, they are not what they are supposed to be.

Delays at the border are the main reason for the extended journey time, many agree with the Malzewicze-Brest border crossing being the main bottleneck.

In a regular trip, trains wait at the border for two to three days.

This easily becomes five days, while waiting times can also extent into weeks.

"I know of a company that is suffering a delay of three weeks at the moment", said Juliusz Skurewicz from the Polish International Freight Forwarders Association.

"The average delay of Polish rail freight traffic in 2017 exceeded ten hours; we saw an average punctuality of 34 per cent.

These are poor results."

Infrastructure or management

Poor infrastructure has long been named as the common source of the bottleneck on the vital corridor.

"Poland needs to invest in more border crossings, to ease traffic at the Malzewicze-Brest border point", said Maciej Mastalerski, Managing Director of InterRail Poland.

The country is the biggest beneficiary of the Connecting Europe Facility (CEF), with Polskie Linie Kolejowe (PKP PLK), the Polish national rail infrastructure manager receiving the bulk share – 66 billion Euros – to improve the national infrastructure.

"This is only evidence that there is a shared understanding of the importance of this infrastructure", argued Skurewicz.

But according to Szarkowski, there is an organisational problem, rather than an infrastructural one.

"There are four terminals, each with the capacity to handle ten trains per day.

Some of them only handle one or two trains per day; some of them do not even handle Eurasian traffic."

His argument is underlined when Peter Plewa, Executive Board of Duisport, displays a graphic of the facility on the Malzewicze side of the border.

"This looks just like any other important railway terminal.

There is enough space to operate, but if operations are not managed efficiently, they will not be improved", he said.

Custom procedures

"Custum officials on two sides of the border do not communicate in the same language, or keep the same administration", Plewa continues.

Indeed, logistics companies recognise the stories of dreadful border procedures, where documentation is often 'not correct'.

"For example, there may be discrepancy with the load amount, sometimes in the third digit after the comma.

The third digit after the comma is not really important, also not for them.

This is just about who is right, about showcasing power."

Digitalisation could serve the custom procedure, however, there are currently no efforts undertaken towards such development.

"As a forwarder, we receive documentation of the cargo per email, before making the journey.

But we still face these issues.

There are many different companies, and many different railways involved.

There is no easy solution", said Mastalerski.

Simplified procedures

Apart from customs, other factors contribute to the extended transit times.

"Take the shunting for example", Plewa said.

"Who is managing the shunting procedure?

The company that owns the wagons.

There are many different companies, all operating their own private wagon.

If this procedure was to be neutralised, volume handling could be increased by 20-30 per cent", he argues.

With so many parties involved, the question arises who could actually change the situation in order to improve transit times at the border.

This is a good question, said Szarkowski, drawing upon an example where a solution in the shape of a scanner, has until now not resulted in any improvements.

"This was supposed to ease custom procedures, however, nothing changed.

Trains are still stopped by customs, and wait for hours and hours for the same procedure as can be done by the scanner, just because the infrastructure manager decided that a train must stop at that point.

Added to this, the custom stop on the Polish side of the border is 900 meters, although trains from the CIS countries are 1,200 meters in lenght.

These trains must be split at this point.

But if they drove directly to the scanner and then to the terminal, there would be no need for dividing trains."

Expectations

According to Mastalerski, there is little chance that something will change in the near future.

"We have been operating at this border crossing for 26 years, and nothing has changed so far."

In his view, the only solution is in alternative border crossings to carry the largely increased volumes passing through Poland.

As such, the Kaliningrad route has great potential, he argues.

The Russian enclave lies between Poland and Lithuania, and re-routes freight trains on a 9,559 kilometer journey through Lithuania to continue on the Trans-Siberian railway through Belarus, Russia, and Kazakhstan.

Skurewicz is more positive about the potential of the Malzewicze-Brest border crossing.

"There is certainly work being done to improve the situation", he explains.

As a freight forwarders association, his company is involved in this development.

"Obviously, the current terminal is not a solution for the large volumes handled at this border crossing, this requires a more modern, and developed terminal."

(from: railfreight.com, March 29th 2018)

ROAD TRANSPORT

COMMISSION WELCOMES AMBITIOUS AGREEMENT ON FIRST EVER EU LEGISLATION TO MONITOR AND REPORT CO2 EMISSIONS FROM HEAVY-DUTY VEHICLES

Representatives from the European Parliament and the Council reached yesterday evening a provisional agreement on the Regulation for monitoring and reporting CO_2 emissions and fuel consumption data from new heavy-duty vehicles (HDVs), i.e. lorries, buses and coaches.

This is the first ever EU legislation focusing on the CO_2 emissions from these vehicles.

The new rules are part of the EU's Strategy on low-emission mobility and Communication on delivering on low-emission mobility laying out actions for a fundamental modernisation of European mobility and transport.

Accelerating the shift to clean and sustainable mobility is essential to improve the quality of life and health of citizens and contribute to the EU's climate objectives under the Paris Agreement.

The clean mobility transition offers major opportunities for the European economy and reinforces the EU's global leadership in clean vehicles.

Monitoring and reporting CO_2 emissions and fuel consumption of new heavy-duty vehicles will also increase transparency enabling transport operators to make well-informed purchasing decisions and save fuel costs.

It will also drive innovation amongst European manufacturers.

Welcoming the political agreement, Commissioner for Climate Action and Energy Miguel Arias Cañete said: "This agreement is proof of Europe's firm intention to curb the growing CO_2 emissions from heavy-duty vehicles.

I thank the European Parliament and the Council for their work to reach this ambitious outcome.

With this new robust, reliable and transparent monitoring and reporting system, we are on track for the next step: CO_2 emissions standards for heavy-duty vehicles to be proposed in May 2018."

Main elements

- Member States to monitor and report registration data concerning all new HDVs registered in a calendar year, including trailers.

- Vehicle manufacturers to monitor and report information related to CO_2 emissions and fuel consumption, determined according to the certification procedure for each new vehicle simulated with the Vehicle Energy Consumption Calculation Tool (VECTO) during a calendar year.

- The Commission to make reported data publicly available in a register, managed by the European Environment Agency.

  Sensitive data on grounds of personal data protection and fair competition will not to be published, i.e. the Vehicle Identification Numbers and name of component manufacturers.

  Some other data will be published in a range format, i.e. the aerodynamic drag value of each vehicle.

- The Commission to set up a system of administrative fines in case of vehicle manufacturers not reporting the data or reporting falsified data.

- The Commission to set up a system for monitoring and reporting the results of future on-road tests for the verification of the CO_2 emissions and fuel consumption of heavy-duty vehicles.

Next steps

The provisional agreement must now be formally approved by the European Parliament and Council of Ministers bringing together the national governments of the EU Member States.

Following approval, the Regulation will be published in the EU's Official Journal and enter into force 20 days later.

(from: europa.eu, March 27th 2018)

TRANSPORT & ENVIRONMENT

REDUCING GHG EMISSIONS FROM SHIPS: HERE'S WHAT'S ON THE AGENDA FOR NEXT WEEK'S IMO MARINE ENVIRONMENT PROTECTION COMMITTEE MEETING

Next week, the International Maritime Organization's Marine Environment Protection Committee (MEPC) is meeting at IMO Headquarters in London for its 72nd (MEPC 72) session where it is expected to adopt an initial strategy to reduce greenhouse gases from ships.

Since Tuesday, an Intersessional Working Group on Reduction of GHG from Ships has been meeting for a third time to finalize an initial IMO strategy for reducing GHG emissions from ships, which was drafted over the two previous meetings.

The working group is open to all 173 IMO Member States as intergovernmental organizations and non-governmental organizations.

The last meeting of the group, held in October, was attended by more than 200 delegates from more than 50 Member States, as well as international inter-governmental and non-governmental organizations, including the shipping group's International Chamber of Shipping (ICS), BIMCO, INTERCARGO and INTERTANKO.

In addition to greenhouse gas emissions, MEPC 72 will also focus on the implementation of the upcoming 2020 sulphur cap on ships' fuel, ballast water management treaty implementation, measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic, and marine litter.

Below is a more detailed breakdown of some of the highlights on the agenda for MEPC 72.

1. Reduction of greenhouse gas emissions from ships

The MEPC is expected to adopt an initial strategy on the reduction of GHG emissions from ships.

The initial strategy will be a framework for Member States, which is expected to set out the future vision for international shipping, the levels of ambition to reduce GHG emissions and guiding principles; to include candidate short-, mid- and long-term further measures with possible timelines and their impacts on

States as well as identify barriers and supportive measures including capacity building, technical cooperation and R&D.

It is anticipated that the MEPC will establish a working group on the reduction of GHG emissions from ships.

The Intersessional Working Group on Reduction of GHG Emissions from Ships is expected to finalize the text of the draft initial strategy and provide a report to MEPC 72.

Further work on energy efficiency requirements

Energy-efficiency design standards for new ships and associated operational energy-efficiency measures for existing ships became mandatory in 2013, with the entry into force of relevant amendments to MARPOL Annex VI.

The MEPC is expected to adopt draft amendments to regulation 21 of MARPOL Annex VI regarding Energy Efficiency Design Index (EEDI) requirements for ro-ro cargo and ro-ro passenger ships.

The Committee will be informed that over 2,700 new ocean-going ships have been certified as complying with the energy efficiency standards.

The MEPC will receive a report on progress by the correspondence group on review of the Energy Efficiency Design Index (EEDI) beyond phase 2.

The correspondence group is expected to make an interim report to MEPC 73 (October 2018) with a final report to MEPC 74 (Spring 2019) providing a recommendation on the time period and reduction rates for EEDI phase 3 requirements.

Mandatory data collection system for fuel oil consumption of ships

MARPOL amendments to make mandatory the data collection system for fuel oil consumption of ships entered into force on 1 March 2018.

They require data collection to start from calendar year 2019.

MEPC 72 will be updated on the status of the development of the IMO Ship Fuel Oil Consumption Database which was launched in March 2018.

Relevant matters concerning implementation of the requirement will be considered.

2. Implementation of sulphur 2020 limit

The 0.50% limit on sulphur in fuel oil on board ships (outside designated emission control areas or ECAs, where the limit is 0.10%) will come into effect on 1 January 2020.

The MEPC is expected to consider for approval, with a view to adoption at MEPC 73 (22-26 October 2018), draft amendments to MARPOL Annex VI to prohibit the carriage of non-compliant fuel oil.

The exception would be for ships fitted with an approved "equivalent arrangement" to meet the sulphur limit – such as an exhaust gas cleaning system (EGCS) or so-called "scrubber" – which are already permitted under regulation 4.1 of MARPOL Annex VI.

These arrangements can be used with "heavy" high sulphur fuel oil as EGCS clean the emissions and therefore can be accepted as being at least as effective at meeting the required sulphur limit.

For a ship without an approved equivalent arrangement, the effect of the draft amendment, which would enter into force on 1 March 2020, would be that the sulphur content of any fuel oil used or carried for use on board shall not exceed 0.50%.

IMO's Sub-Committee on Pollution Prevention and Response (PPR) is currently developing guidelines to support the implementation of the 2020 sulphur limit.

An intersessional working group will meet 9 to 13 July 2018.

The MEPC will be asked to approve receiving draft guidelines on ship implementation planning for 2020 directly from the intersessional working group to MEPC 73 in October, in order to ensure appropriate guidelines can be considered by MEPC 73 and issued in good time.

Consistent implementation of the 0.50% sulphur limit for all ships will ensure a level playing field is maintained, with the result that the expected improvement of the environment and human health will be achieved.

Sulphur oxides (SOx) are known to be harmful to human health, causing respiratory symptoms and lung disease.

In the atmosphere, SOx can lead to acid rain, which can harm crops, forests and aquatic species, and contributes to the acidification of the oceans.

Fuel oil quality – best practice guidance

The MEPC will consider draft best practice guidance for fuel oil purchasers/users; and for fuel oil providers.

The best practices are intended to assist in assuring the quality of fuel oil delivered to, and used onboard ships, with respect to both compliance with the MARPOL requirements and the safe and efficient operation of the ship.

3. Implementation of the Ballast Water Management Convention

The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention), entered into force in September 2017 and has, to date, been ratified by 69 countries, representing 75.11% of world merchant shipping tonnage.

Adoption of amendments to the BWM Convention

MEPC 72 is expected to adopt amendments to the BWM Convention, which were approved at the last session.

The draft amendments relate to the implementation of the treaty, including the schedule for ships to comply with the requirement to meet the so-called D-2 standard (draft amendments to section B).

Other draft amendments (to sections A and D) make mandatory the Code for approval of ballast water management systems, which will also be adopted at the session.

Further draft amendments relate to section E on survey and certification.

Since the date of entry into force, ships have been required to manage their ballast water to avoid the transfer of potentially invasive species.

All ships must have a ballast water management plan and keep a ballast water record book.

Ships are required to manage their ballast water to meet the D-1 ballast water exchange standard; or the D-2 standard, which requires ballast water management to restrict to a specified maximum the amount of viable organisms allowed to be discharged and to limit the discharge of specified indicator microbes harmful to human health.

Experience-building phase

With the BWM Convention's entry into force, and the approval of a first set of amendments at MEPC 71, there is now increased emphasis on its effective implementation and enforcement.

The experience-building phase, (established through a resolution adopted at MEPC 71 (MEPC.290(71)), will enable port States, flag States and other stakeholders to gather, prepare and submit data, the analysis of which will allow a systematic and evidence-based review of the requirements of the Convention and the development of a package of amendments to the Convention as appropriate.

MEPC 72 is expected to finalize the associated data gathering and analysis plan.

Guidance for uniform implementation of the BWM Convention

As at every session, the MEPC will consider the development or revision of various guidelines and guidance documents.

MEPC 72 is expected to, inter alia, finalize and approve revised guidance on scaling of ballast water management systems (BWMS) and on the type approval process for BWMS; consider matters related to surveys under the BWM Convention following the incorporation of the Interim Survey Guidelines under the BWM Convention into the Harmonized System for Survey and Certification; and consider the application of the BWM Convention to certain specialized ship types.

MEPC 72 will also consider whether to review the Procedure for approval of ballast water management systems that make use of Active Substances (G9).

4. Heavy fuel oil in the Arctic

The MEPC will consider the development of measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters.

The MEPC is expected to consider submitted proposals on what type of measures should be developed, with a view to giving clear instructions to the Sub-Committee on Prevention of Pollution (PPR 6) to start the work when it next meets in early 2019.

Currently, the use and carriage of heavy fuel oil is banned in the Antarctic under MARPOL Annex I regulation 43.

It is recommended in the Polar Code that the same rules are applied in the Arctic.

5. Marine litter

The MEPC will be invited to consider a proposal to include a new output on its agenda, to address the issue of marine plastic litter from shipping in the context of 2030 Sustainable Development Goal 14 (SDG 14).

For more on MEPC 72, check out IMO website:

http://www.imo.org/en/Pages/Default.aspx

(from: gcaptain.com, April 5th 2018)

LOGISTICS

TOP FORWARDERS STILL LACK ONLINE QUOTATION CAPABILITIES

Top freight forwarders' ability to provide instant or rapid online quotes for new business is improving but still inadequate, according to the third annual 'Mystery Shopper' report by logistics technology company Freightos.

According to the report, the number of the world's top 20 freight forwarders able to provide instant LCL quotes has shot up from 0 to 25% in the past three years.

But while the world's top freight forwarders are finally embracing digitalization, their inability to meet customer expectations is holding them back, Freightos said, and becoming more customer-centric will be the next big challenge.

According to the findings, over a third of forwarders don't even have an easily discoverable online form.

Other highlights of the survey, in which each forwarder received an identical web quote request (from a real rapidly expanding US ecommerce company) for an LCL shipment to be delivered door-to-door from a major Chinese city to a major US city, include: forwarders that quote manually took 57 hours on average – "an improvement on previous surveys but still 20th century performance"; 72% of surveyed forwarders failing to quote, missing out on digital business.

With a whopping 58% price spread, pricing transparency is critical.

This year, there were two additional surveys: to measure progress in instant online air freight quoting, and to measure the digital freight forwarder user experience.

The survey found that three 'top 20' forwarders (DHL Global Forwarding, Kuehne + Nagel, UPS) now provide instant door to door air freight quotes, "and two more are joining soon".

Explaining the background to the survey, conducted for Freightos by Forrester Research, Freightos said all necessary information was provided upfront – including origin, destination, load type, HS code, weight, dimensions, etc.

When relevant fields were available, the mystery shopper also clarified that the company currently used a competitor.

In a break from previous surveys, if the participant did not have an online contact form, their email address was used instead.

Looking at the results, Freightos said that despite the prevalence of online B2B sales, only fifteen of the top twenty forwarders currently have an online contact form.

Nine of those were either instant quoting or ad hoc RFQ (Request For Quotation) forms, three up on last year.

The other six were "too general, failing to explicitly request everything required for quoting.

In fact, four were only generic inquiry forms," Freightos noted.

The remaining five companies only provided an email contact.

"Although these results are disappointing, there has in fact been a tremendous improvement since the first survey," the company added.

"Quote requesting has become much more customer-friendly.

Customer-centric online sales can hardly be considered 'cutting-edge', when 64% of US households subscribe to Amazon Prime, and US ecommerce now accounts for 9.1% of total retail sales.

However, at the time of the survey, only 10% of the top twenty forwarders (Agility and Kuehne + Nagel) had instant LCL quoting.

Geodis has recently joined them."

Beyond measuring online sales automation, the survey also shone light into how customer-oriented top forwarders are.

"In 2018, most logistics providers still do not view their websites as being a serious sales channel," Freightos noted.

"Only Kuehne + Nagel prominently place their quote request form on their homepage.

Eleven forms were nonetheless straightforward to find, with the remaining eight taking some time to track down."

Some of the form layouts proved challenging.

One neglected to request basic information like shipment ready date, meaning their sales team have to go back for basic information.

"Frustratingly, five forwarders failed to confirm that the quote request had been submitted, leaving the requester unsure if the request had actually been received," Freightos added.

Of the 18 companies who couldn't quote instantly, only five (28%) eventually quoted.

"In other words, 13 providers, having solicited leads through their website, failed to follow up on this red-hot lead, effectively turning away a potential new customer," Freightos said.

Quote formatting and clarity has steadily improved over the past three surveys, with all but one of the quotes attractively laid out and easy to understand.

Two aspects haven't improved, though: only four companies provided a positive response to the request before quoting.

The follow up of two others was poor.

One sent another required form for completion, and the other (who failed to quote) requested already provided information.

Of the seven forwarders who quoted, only three subsequently followed up to close the deal.

Freightos noted that quoting errors are an unavoidable by-product of manual processes.

One forwarder incorrectly quoted air freight instead of LCL, while two omitted ancillary services.

And it said price opacity is still the norm, highlighting "a massive 58% spread ($1,880-$3,254) around the average price ($2,351)".

When viewed across three years of surveys, Freightos said there has been slow but steady improvement.

Highlights included: in launching their ShipA Freight platform, Agility joined Kuehne + Nagel to become the second major forwarder to provide instant LCL quoting and the first for FCL.

There has been more progress with digital freight sales in the air than on the ocean.

Three top twenty forwarders now provide instant door to door air freight quotes, and two more are joining soon.

Since the survey, Geodis has launched instant quoting and booking, both air and ocean, for existing customers.

In terms of the challenge ahead, Freightos added: "Freight digitalization makes selling to the lucrative SME (small and medium enterprise) shipper market easier, but they are becoming a moving target.

New technology has empowered shippers with more choice, and B2B customers expect information on demand.

Forrester Research VP and Principal Analyst, Nigel Fenwick, warned against failing to digitalize, commenting: "Your company is likely to face an extinction event in the next ten years.

And while you may see it coming, you may not have enough time to save your company."

Freightos said: "While the old guard logistics companies face challenges, other B2B companies, like WeWork and Xero, are thriving by providing a brilliant digital customer experience.

Freight digitalization winners will be the providers who fully implement a customer-facing strategy through a comprehensive strategic transformation."

(from: lloydsloadinglist.com, March 27th 2018)

LAW & REGULATION

WHAT WILL BREXIT MEAN FOR THE INTERNATIONAL SHIPPING COMMUNITY CHOOSING ENGLISH LAW AND JURISDICTION?

English law, and the jurisdiction of the English courts or arbitration in England, remains the most frequent choice for parties throughout the shipping industry.

On Friday 8 December 2017, the UK and the EU announced that "sufficient progress" had been made in the first phase of Brexit negotiations, paving the way for discussions to shift to the UK's future relationship with the EU.

As attention turns to the post-Brexit landscape, there has been considerable speculation about the potential implications for English law.

The concerns of some that the uncertainty caused by Brexit could have consequences for the use of English law in international contracts, was recently powerfully rebutted by the English Court of Appeal Judge Lord Justice Hamblen, in a speech entitled "Myths of Brexit".

We (Ince & Co) are of the same opinion as Lord Justice Hamblen.

Irrespective of the outcome of negotiations between the UK and the EU, it is our view that the UK's pre-eminent role as an international dispute resolution centre will be unaffected.

English law and jurisdiction will continue to be an attractive choice for commercial parties engaging in cross-border transactions and London will remain a global arbitration hub.

Use of English law

English law is the governing law of choice for many international businesses when entering into commercial contracts.

Its attractiveness stems from a number of features:

- Certainty: Businesses require certainty and clarity when engaging in cross-jurisdictional commercial activity and English law, with its independent judiciary and established legal precedent, can provide this.

- Flexibility: The commercial landscape is in a constant state of change.

English law is not restricted by a written code and is instead able to adapt to new developments in the business world.

- Commerciality: English law recognises "freedom of contract" and will aim to give effect to the contractual intention of commercial parties.

  Businesses value the commerciality of the English courts, in contrast to the overly legalistic approach of other jurisdictions.

After Brexit, English law will retain these key characteristics.

The UK's membership of the EU has had very limited impact on English contract law, which is mainly derived from the common law, and there will be little change in this area of law once Brexit takes effect – as Lord Justice Hamblen eloquently puts it, "the river of the common law of contract will flow on regardless."

Businesses should also be confident that EU member states will continue to respect English governing law clauses, irrespective of the nature of the UK's future relationship with the EU.

Under the Rome I Regulation, EU courts are required to give effect to governing law clauses – even if that clause specifies the laws of a non-member state.

Further, the UK Government has confirmed that the principles of Rome I (and II, which governs non-contractual relations, i.e. tort/delict) will be incorporated into English domestic law.

Enforcement of English jurisdiction clauses and English judgments

There has been some discussion about the post-Brexit regime for the enforcement of exclusive English jurisdiction clauses and English judgments in the EU.

Upon Brexit, the Recast Brussels Regulation, which provides for the mutual recognition and enforcement of jurisdiction clauses and civil judgments between EU member states, will cease to operate in relation to the UK.

However, in a position paper published earlier this year ([1]), the UK Government signalled its intention to agree a "close and comprehensive framework of civil judicial cooperation with the EU…which would mirror closely the current EU system".

While this is subject to negotiation, it is in the interests of both parties to agree to such a framework.

The UK Government has also stated that it intends to sign up to the 2005 Hague Convention, which provides for the recognition and enforcement of exclusive jurisdiction clauses by all parties (including the EU), and the 2007 Lugano Convention, which extends the Brussels regime to EFTA contracting states.

The UK is, of course, already a party to these agreements by virtue of its membership of the EU.

Significantly, the UK does not require the assent of the EU or other Convention states to accede to the Hague Convention.

Even in the absence of a reciprocal agreement between the UK and the EU, which would be a worst-case scenario, the UK's accession to the Hague Convention will deal with the principal concerns of businesses seeking to agree English exclusive jurisdiction clauses and enforce English judgments in the EU.

Arbitration

The pre-eminent position of London as a global arbitration centre, particularly in international maritime arbitration, will most likely be unchanged after the UK's withdrawal from the European Union.

Brexit will have no effect on arbitration clauses in contracts governed by English law and EU rules are not applicable in respect of the jurisdiction and enforcement of arbitral awards.

Arbitral awards will remain enforceable across the EU by virtue of the 1958 New York Convention, to which all EU member states, including the UK, are parties in their own right.

Comment

Despite recent progress, there is still a long way to go in the Brexit process.

Much remains uncertain, particularly in view of the political landscape on either side of the English Channel.

[1] https://www.hellenicshippingnews.com/wp-content/uploads/2018/04/Providing_a_cross-border_civil_judicial_cooperation_framework.pdf

However, it is encouraging that the leadership in both the UK and the EU appear to recognise the significance of continued judicial cooperation after Brexit.

This, together with the fact that the existing advantages of English law and jurisdiction should be unaffected by the UK's withdrawal, should provide considerable reassurance to businesses.

We are confident that the UK will retain its position as the leading international dispute resolution centre for parties in the shipping industry for many years to come.

(from: hellenicshippingnews.com, April 3rd 2018)

PROGRESS & TECHNOLOGY

READY OR NOT, AI AS AUGMENTER, DISRUPTOR OF CONTAINER SHIPPING IS COMING

Global ocean shipping e-commerce portal, information and service provider INTTRA is once again at the forefront of the digitisation wave, putting up a white paper highlighting the effects it will have on the industry.

"Digitalization is impacting every industry and ocean container shipping is no different," the authors of the paper, president and coo Inna Kuznetsova, cto Peter Spellman and interim head of product management Karim Jumma, asserted.

They further suggested that as the latest trends drive organizations to focus on smart, technology-driven management to reduce expenses and increase efficiency, Artificial Intelligence (AI) and Machine Learning (ML), as well as the Internet of Things (IoT) and blockchain have become the most talked about transformative and disruptive technologies.

"Over the long term, these technologies will massively improve our ability to deliver goods and services, as they're applied to every step of shipping, from land-side to terminals to ocean," the white paper predicted.

Assist rather than replace humans

Allaying fears of wide scale replacement of humans, the authors emphasised however that "while AI has the potential to massively disrupt the container shipping industry, today's applications will assist in jobs rather than replace jobs", as the weaknesses still present in AI programs mean humans will remain a critical part of AI implementations as they will be required to handle "exceptions and higher-end tasks, ones that require creative and original thinking, as well as ones requiring leadership roles".

INTTRA also highlighted various figures such as a McKinsey Global Institute estimate that up to 800m global workers could lose their jobs by 2030 due to automation, as well as another estimate from Gartner that AI will automate 1.8m people out of work by as soon as 2020, but will also create 2.3m new jobs.

This is particularly pertinent for the container shipping industry, INTTRA noted, as despite the belief in IT that anything that can be standardized can be

automated, one of the challenges in container shipping is the high number of exceptions.

"AI will allow workers to focus more of their time on those exceptions," the white paper suggested.

Looking ahead to practical applications of AI in the relatively near future, INTTRA suggested: "One very real, near-term initiative that incorporates AI are chatbots using NLP, or Natural Language Processing."

Cloud solutions with chatbots

In this respect, INTTRA is exploring enhancing its cloud solutions with chatbots to further enhance customer experience.

INTTRA believes they will not replace human workers, but rather give users a more efficient way to interact through chat for support before talking to a human.

Chatbots represent the early face of AI and will impact all areas where there is communication between humans, INTTRA predicted, further suggesting that 'the growth in chatbots across all industries will be explosive".

Supporting its assertion, INTTRA cited Gartner figures showing that by 2021, more than 50% of enterprises will be spending more per year on bots and chatbot creations than traditional mobile app developments.

Further applications of AI include configuring forecasts with an automated, conversational interface, INTTRA said.

For example, by looking at a customer's previous bookings, an AI app would enable booking parameters to be automatically pre-filled using machine learning of past behaviour.

This will then allow organizations to improve the booking process while freeing support staff to focus on higher tasks.

In the future, AI will increasingly help with other critical tasks while working in conjunction with humans, INTTRA foresaw.

One area it suggests this application could be especially useful is with Harmonized System (HS) codes, the international product classification standard.

Errors in the HS code are not uncommon and can cause significant delays and increase costs.

Automation will be able to correct many of these errors upfront by assigning the proper HS codes, only involving humans on exceptions that cannot be easily resolved.

Smart containers

Another area AI will help is with smart containers, INTTRA said.

AI and IoT will allow refrigerated containers, or reefers, to be monitored and handled remotely, increasing and decreasing temperature and air flow as required by changing conditions.

The AI-enabled system will only involve humans for exceptions.

"It is an exciting time to be a technology platform in logistics," INTTRA reiterated.

It suggested that automation will become increasingly important as the advantages of digitalization are realized and recommended several steps industry players can take to prepare.

This included deciding whether they have the core competencies to embark on AI projects or if they are better off working through a partner, learning how applicable an AI project is to operations and looking at specific efficiency and cost-benefit gains rather than adopting wholesale software solutions.

"At INTTRA we are investing in technologies such as AI to extend our network and to work collaboratively to set standards that lead the industry forward," the white paper's authors noted.

"INTTRA's unique position enables the company to see data across the industry through interactions with carriers, freight forwarders, customers, partners and agents, as well as the addition of new user categories, including ports and Chinese booking agents over the past year; this visibility enables INTTRA to use technology to take cost out of the industry (and) AI is a natural extension," they explained.

As the largest neutral digital transaction network in the ocean container shipping industry, more than 800,000 container orders are initiated over INTTRA's platform weekly through more than 60 carriers.

The company manages over one quarter of global container volume, with additional visibility into nearly 40% of global container trade.

"We've all talked about digitalization and what it enables, including AI, but now it comes down to execution," INTTRA concluded.

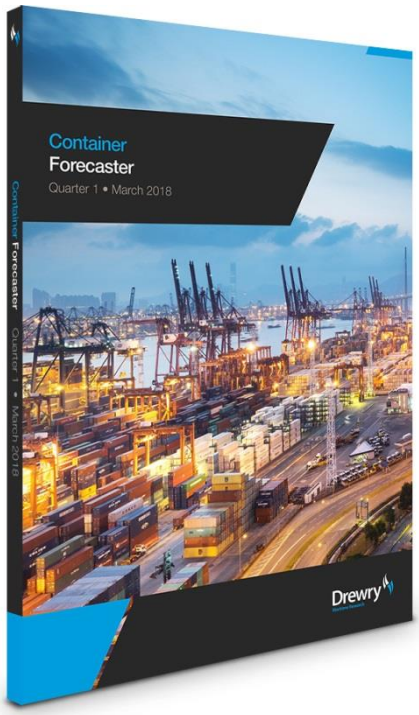
(from: seatrade-maritime.com, April 10th 2018)

STUDIES & RESEARCH

CONTAINER SHIPPING SET FOR SLOW AND STEADY RECOVERY

Container shipping is set for a period of slow and steady recovery in 2018 and 2019 as the combination of healthy demand growth that will outpace fleet capacity increases results in a better supply-demand balance and slightly higher freight rates – and profits for carriers.

That's according to the latest edition of the Container Forecaster, published quarterly by global shipping consultancy Drewry.



"The bad news for carriers is that they are unlikely to see the very strong demand growth rates of early 2017 for the foreseeable future," said Simon Heaney, senior manager, container research at Drewry and editor of the Container Forecaster.

"The good news (for carriers) is that while port handling growth may have peaked, they can still expect more than adequate volumes for at least the next two years."

The latest edition of Container Forecaster includes Drewry's forecasts for world and regional container port handling, the containership fleet, and how those will combine to affect freight rates and carrier profitability through 2019.

Subtle changes to the orderbook, mainly in the form of delivery deferrals, have softened this year's new capacity burden and had a positive effect on Drewry's supply-demand equations for both 2018 and 2019, the container shipping analyst said.

"The top-heavy delivery schedule for 2018 with the majority of ULCVs being delivered in the first quarter has depressed our supply-demand index, but the balance will improve as the year progresses," said Heaney.

"Unfortunately for carriers, this won't come soon enough to erase the negative sentiment for annual contracts, hence why we only anticipate a small uplift in average freight rates for the year."

Heaney added that renewed newbuild contracting activity was not yet at the level that risks worsening the supply-demand balance.

"For now, we are optimistic that new investment in containerships will be appropriate to the demand needs," he said.

Drewry's forecasts were finalised before the escalation in trade hostility between the US and China.

"We did build in some element of trade deflation based on past rhetoric and actions," said Heaney.

"A trade war is not yet inevitable, but given the lack of details, quantifying the risk to container shipping is very difficult.

For example, much of the hi-tech goods considered liable to tariffs will be air freighted rather than move on the water.

In a worse-case scenario we believe as much as 1% of the world's loaded container traffic could be exposed, and were the situation to become real, we would clearly have to revise our demand forecasts downwards."

(from: lloydsloadinglist.com, April 4th 2018)

REEFER

COLD CHAIN GROWTH BRINGS TERMINAL CHALLENGES

The movement of ever-larger numbers of refrigerated containers through the cold chain is posing new challenges to the industry, not least in plug demand and storage capacity.

Antwerp is a strong supporter of the reefer industry, offering specialist services for sensitive goods, such as pharmaceuticals.

The port authority's business development manager, Maartje Driessens points to an increase in the number of reefer plugs at deep sea terminals as a sign of the burgeoning market.

"Warehousing capacity has increased significantly, with new players in the port offering cold and frozen storage," she says, citing Antwerp Cold Stores.

Reefer containers can be a lucrative product, she adds, which is likely why many carriers have invested in extra reefer containers over the past few years.

It is a similar scenario at Terminal Pacifico Sur (TPS), in the Port of Valparaíso, Chile's leading reefer box export facility.

According to chief executive Oliver Weinreich, reefer volumes have increased strongly over the past few years.

"On the back of this, TPS has made significant investment in both fixed and mobile reefer stations," he says.

"Today, we can offer 3,000 reefer plugs, which are distributed throughout the terminal."

Mr Weinreich notes that investing in sufficient reefer capacity is costly, both in terms of infrastructure and energy and is one of the challenges that terminals have to face.

Minimising reefer boxes' costly electricity use, is, to an extent, impacting on how they are being handled.

In Chile, while exporters do seek to minimise dwell times of reefers in the port, they are not necessarily driven by energy costs per se; rather they wait until

the last possible moment to send cargo to the terminal, which is then dispatched in the largest possible consignment size.

"In recent years, we have seen changes in the ways that reefer containers are handled, both in terms of existing refrigeration technology and in the way that information about them is registered and tracked.

We now have manual scanners that allow the exporter to have information about the state of the reefer in real time," says Mr Weinreich.

Tracking cargo

Meanwhile, TPS continues to look for ways to improve information reporting, and also to reduce the time that the containers are disconnected before being loaded on to vessels.

Investment has been made in RTE technology to retain as much control as possible and also to track the cargo for every minute that it remains under TPS' control.

This has included acquiring mobile reefer stations to ensure that these containers can be moved around in the optimum way and completely within the terminal's control.

"How terminals handle reefers depends on the volumes that they attract and how important reefer traffic is for them," says Mr Weinreich.

"In our case, given that we are in one of the world's most important fruit exporting countries, the key is being able to give a quality service to our customers, and having an evenly distributed capacity for connections throughout the entire terminal, which we can easily look after," he says.

In Antwerp, some shippers are now opting for a "port centric" model when managing their stocks.

As an example, Ms Driessens cites a famous French fries producer that keeps a strategic stock in the port of Antwerp, so that the cargo can be stuffed into reefer containers immediately after a new order is placed and, therefore, be shipped very quickly.

"This model also helps carriers to keep idle time for reefers to an absolute minimum in respect of hinterland transport," says Ms Driessens.

She suggests that reefer boxes are becoming more and more economical in their energy use too, thanks to the incorporation of the latest technologies.

"Carriers are already making the utmost effort to prevent them idling in stacking yards, where they are not active, or not making any profit, anyway," she says.

"Furthermore, as a means of ensuring that reefers are where the market needs them to be, on those trade routes where there is an imbalance, such as between Latin America and Europe, sometimes reefer containers will be sent back with other cargo – finished vehicles, for example – in a non-operating mode."

Hinterland support

Ms Driessens stresses that the port authority does not try to intervene in strategies adopted by the carriers, but it does try to increase the fluidity of hinterland transport by supporting the intermodal transport of containers.

"New initiatives transporting reefers via barge (instead of road) will, for example, be financially supported by the port authority during the first three years.

Such systems speed up the transport of reefers both to the port and to the vessel itself," she says.

She also sees a change in the way that containers are being handled nowadays, with the containers themselves becoming ever smarter.

In particular, she points to remote data management technology as having dramatically increased the transparency and control elements of the cool chain, with new information on temperature, humidity and location having optimised reefer box management.

In this respect, Mr Weinreich claims that TPS handles reefers better than some other terminals having, for example, hired specialist staff whose remit is to be entirely focused on reefer traffic, both physically within the terminal and also tracking it on line.

"In Chile, we have unique infrastructure, which is very much in the vanguard, and this allows us to be versatile and competitive in operations, not to mention that we now have years of experience as South America's leading exporters of reefers," he says.

Tried and tested

Antwerp, too, has a long history in the reefer handling market and has built up specialist know-how over that time, says Ms Driessens.

"A yearly perishable volume of almost 10m tonnes speaks for itself.

Moreover, the Fruit & Perishables expertise group, including all the reefer specialists in the port, try to optimise their services via common research and through the sharing of best practices."

The Belgian port also has reefer repair shops available on site, which allows repairs to be undertaken within the port, obviating the need to move them outside to specialists.

The deep sea terminals continuously invest in their reefer infrastructure, too, while their close location to the Food Safety Inspection allows fast and efficient procedures to be maintained.

Terminals at Antwerp also realise that qualitative reefer management is an indispensable requirement if they want to keep attracting the deep sea carriers, says Ms Driessens, adding that all container terminals at the port have invested in reefer infrastructure during the past few years.

Mr Weinreich adds that, in order to have high volumes of reefers as well as high productivity, it is essential to have refrigeration equipment present on site that is prepared for the arrival of vessels, since many times units fail and vessels lose time and incur extra cost all because of one specific unit.

"Efficient and rapid problem solving therefore ensures efficient operation at all levels," he says.

Smooth handovers and flexibility

Antwerp's Maartje Driessens highlights the biggest challenge faced by the cool chain as the continued ability to guarantee a smooth transfer from the terminal to the hinterland – and that means no waiting around, even in times of rapid volume growth at the terminals.

"We try to enhance this via initiatives such as extended gateways, night opening of the terminals, lower toll rates in our toll tunnel during the night, and so forth," she says.

Terminal Pacifico Sur's (TPS) Oliver Weinreich notes that the industry as a whole has improved and that cargo today is looked after better than ever before.

"Nowadays, it is rare that cargo is negatively impacted because of handling inefficiencies," he says.

"In the case of TPS, our operational protocols are extremely rigorous and seek out ways of ensuring that cargo is never negatively affected."

Ms Driessens notes that a future challenge will be ensuring the continued ability to adjust to trends in the market.

"Fruit terminals in the port of Antwerp have luckily been able to become 'hybrid' installations, being able to handle both breakbulk and container vessels.

This has required investment in new cranes, the creation of extra space for empty containers and training of the staff, among others.

A good example is the Belgian New Fruit Wharf terminal, which handles both conventional vessels and the container vessels of producers such as DOLE."

Whether terminals invest in the reefer market or not depends on national and regional realities, and on a terminal's particular focus.

"However, it would be somewhat odd to think of a container terminal that isn't equipped to handle reefers," Mr Weinreich.

"We believe that would be a luxury that a terminal couldn't really have nowadays."

(from: portstrategy.com, March 29th 2018)

SAFETY & SECURITY

OCEAN FREIGHT MUST TACKLE 'THE CRIMINALITY OF CARGO MISDECLARATION'

With serious fires reported on containerships roughly every 60 days, the ocean freight sector needs to tackle "the criminality of misdeclaration" of the hazardous materials often associated with causing or exacerbating what can turn into fatal events, insurance specialist TT Club now argues.

In an opinion article published today in Lloyd's Loading List, TT Club's risk management director Peregrine Storrs-Fox said serious fires occur far too frequently on modern containerships, with dangerous goods that are "not always declared or packed correctly" often implicated and "ignite to cause mayhem".

Since the fire broke out on 6 March on the 15,000 teu 'Maersk Honam', Maersk Line has changed its stowage polices for known hazardous goods, no longer stowing declared dangerous cargo close to a ship's accommodation block and engine casing until it is established what caused the devastating fire that cost the lives of five crew members.

The blaze broke out in one of the holds and the fire is still burning one month on, although it is "under control".

The Danish line confirmed that hazardous freight was on board and stowed in accordance with International Maritime Dangerous Goods code requirements.

There is no evidence at this stage that dangerous cargo caused the fire, the line said, with the new stowage arrangements taken as a precaution.

As for the fire last month on the Maersk Kensington, Maersk told Lloyd's Loading List that investigation had showed that the fire had been caused by a malfunction in a reefer unit.

Storrs-Fox commented: "TT Club is severely concerned about this continuing trend in containership fires and is urgently calling for greater diligence in the handling of hazardous materials so often found as the cause or catalyst of such killer events.

The sad consequence of the 'Maersk Honam' incident in March 2018 counted five crew dead, and 'MSC Flaminia' in July 2012 similarly claimed three seafarers' lives.

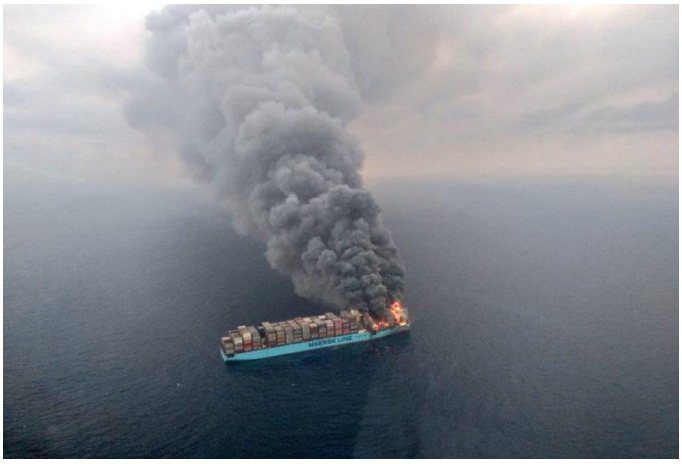
"However, there is currently a serious fire aboard a container ship roughly every sixty days.

While these incidents take painstaking forensic investigation in order to identify the root cause, a fundamental focus must be on the criminality of cargo misdeclaration."

He said a lack of knowledge about the hazardous nature of the commodities being packed into a container may be the case in a minority of circumstances, or poorly packed material not correctly treated given its dangerous characteristics.

But he added: "Rather more sinisterly, there is too much evidence that dangerous cargoes are misdeclared due to a premeditated attempt to avoid the added costs and complexity that accrue from transporting such consignments by land or sea in compliance with regulations.

It is a serious situation when a unit packed with dangerous goods, requiring specific and careful placement or stowage aboard a ship, is treated as if there were no danger from its contents at all; such a container may inadvertently be positioned in a way that exposes it to increased risk, thereby endangering other cargo, the crew and the ship."



Mis-stowage can also limit crew access to attend to a nascent fire, he added.

"Worse still, a lack of full information concerning the nature of the consignment may mean responders using the wrong tactics for dealing with a problem.

The use of water to extinguish flames, for instance, might actually increase the risk of an explosion occurring or the fire spreading, in the case of certain chemicals," Storrs-Fox pointed out.

"So, both training of those who wish to comply with the proper protocols for classifying and declaring dangerous goods is required, and far stricter enforcement against those that don't comply.

Comprehensive adherence to the terms of the International Maritime Dangerous Goods (IMDG) Code would be a beginning."

He said the commencement of full validity of the latest amendment to the IMDG Code (38-16) was "a prompt to ask whether all those involved are appropriately trained – not just to the latest standard, but at all".

The IMDG Code clarifies the population of 'shore-based personnel' as all who are involved in the shipment of dangerous goods and mandates that they receive training 'commensurate with their responsibilities' before they undertake them, Storrs-Fox explained.

He said instilling a "cargo integrity culture" into organisations would result in operators being proactive in matters of dangerous goods transport, in particular, and employing what could be described as "reality triggers".

Storrs-Fox continued: "For example, due to the complexity of the international supply chain, the entity identified as the 'consignor' on the dangerous goods document may not have direct or physical control over key elements of the packing process.

However this individual needs to be aware that legal liability rests with the 'consignor' and ensure that arrangements are in place to be in compliance with these international and national regulations."

He said shipping lines were "inherently part of this collaborative culture change" and some had "been in the vanguard in seeking initiatives to ensure that dangerous goods are appropriately classified, packaged, packed and declared through the supply chain".

He highlighted the 'Cargo Patrol' initiative created by Hapag-Lloyd, awarded the TT Club Innovation in Safety Award in 2017 by ICHCA International. This reflected not only the efficacy of the Cargo Patrol search engine capability to identify erroneous shipments but also "the open-handed decision to pass the software to IBM for further development and to make the solution widely available to other shipping lines", Storrs-Fox said. He added: "Undoubtedly, any material improvement in the situation going forward will require broad stakeholder engagement.

Others should join to champion some related and urgent goals – such as the need for governments to take seriously the IMO container inspection process in order to build credible data from which to draw conclusions; or the need for fire experts, ship architects and classification societies to identify and recommend fire suppression systems that are capable of handling the dangers of modern-day containership fires."

He concluded: "The needs are diverse, constant and urgent; safety culture demands attention through innovation and collaboration."

(from: lloydsloadinglist.com, April 6th 2018)

ON THE CALENDAR

▪ 18/04/2018 - 19/04/2018	Livorno	6th MED Ports 2018
▪ 30/05/2018 - 31/05/2018	Varna	7th Black Sea Ports and Shipping 2018
▪ 04/07/2018 – 05/07/2018	Johor	16th ASEAN Ports & Shipping 2018
▪ 24/09/2018 – 29/09/2018	Napoli	Naples Shipping Week 2018
▪ 26/09/2018 – 27/09/2018	Riga	2nd Baltic Sea Ports & Shipping 2018
▪ 24/10/2018 – 25/10/2018	Aqaba	15th Trans Middle East 2018
▪ 28/11/2018 – 29/11/2018	Accra	20th Intermodal Africa 2018
▪ 30/01/2019 – 31/01/2019	Kuwait City	16th Trans Middle East 2019
▪ 20/02/2019 – 21/02/2019	Manila	10th Philippine Ports and Shipping 2019
▪ 20/03/2019 – 21/03/2019	Mombasa	21st Intermodal Africa 2019

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