

**Centro
Internazionale
Studi
Containers**



Newsletter C.I.S.Co. February 2020



Link road, rail, sea!

C.I.S.CO. NEWS

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Shipping, Forwarding & Logistics meet Industry



On January 30, speech by Massimiliano Giglio of CISCO - International Center for Containers Studies i.s. at the Shipping, Forwarding & Logistics meet Industry with a speech in the session on "TEMPERATURE TRANSPORT FOR FOOD"

The temperature-controlled transport of food is continuously growing, driven by the growing demand for fresh and preservative-free food. Today in Italy about 40% of all foods require temperature-controlled transport, and

the number is expected to grow due to the ever-increasing demand for quality and the explosion of personalized and home deliveries. Consequently, the number of refrigerated vehicles is expected to grow by 2.5% per year at least until 2030. To offer an increasingly punctual service and to keep costs down, the sector's protagonists are building collaborative logistics networks. Meanwhile, the definition of standards offers the basis for technological development in refrigeration units, sensors and control systems and insulation.

Main topics:

Upcoming technical standards for temperature-controlled transport

Controlled temperature and collaborative logistics

Controlled temperature and long distance transport

The controlled temperature and the quality of the Italian agri-food industry

ATP in Italy

The extension of the controlled temperature to new product categories

Controlled temperature and urban logistics

Chairman: Carlo Vaghi, Scientific Director, FIT Consulting

Novel food candidates for temperature-controlled transport

Clara Ricozzi, President, OITA

Collaborative logistics in the context of temperature-controlled transport

Giorgio Giovanazzi, Director, DIF - Italian Fresh Distribution

Training and experimentation in the Supply Chain of refrigerated perishable goods

Massimiliano Giglio, Deputy Secretary General, C.I.S.Co. International Center for Container Studies I.S.

The container tracking service in real time

Andrea Gregori, Project Manager, ZENATEK

Fruit Logistica 2020 - Berlin, 5-7 February.

The participation of the Ports of Genoa in the 27th edition of Fruit Logistica, the world's leading exhibition event in the fruit and vegetable sector (production, transport, logistics and distribution), which saw the presence of 3,300 exhibitors and 80,000 visitors, successfully concluded Italy to play a prominent role (three dedicated pavilions).

The Ports of Genoa stand, organized by the Port System Authority together with CISCO and the shipping community partners (Spediporto, Assagenti, Isomar and SV Users Union) allowed the logistic-port cluster of Genoa and Savona, leader in the Mediterranean for numbers and know-how, to present its varied offer of services for the fruit and vegetables and refrigerated products sector. 400,000 tons of fruit and over 120,000 refrigerated containers passed through the terminals of Vado Ligure, Savona, Pra 'and Genoa in



"the world's leading exhibition event in the fruit and vegetable sector"

2019, for the import of tropical fruit and in counter-season from West Africa, the Caribbean and countries of the southern hemisphere, and vegetables from the countries of the southern shore of the Mediterranean, a segment which has shown significant growth in recent years.

During the three days of the fair, the Ports of Genoa stand hosted a series of

in-depth events on the various aspects of the transport chain (new technological solutions, port and intermodal services, specialist training) and networking moments offered by the shipping community (Spediporto, Assagenti, Isomar Union Users and associations of terminal operators), present at the fair with about thirty representatives of sales and management. Ports of Genoa also participated in the seminar "Liguria, the new hub for reefer logistics services" organized by Confcommercio International at the Liguria Region stand, which for the first time took part in the Berlin event, providing a brilliant showcase for the enhancement of Ligurian excellences. Also presented on this occasion are the news relating to the two main terminals of the Ligurian port system: APM Terminals Vado Gateway, inaugurated last December, and PSA Genova Prà, the first terminal in Italy for handling containers.

Greenlogistics Padova

“NEW DATE FOR GREEN LOGISTICS EXPO, INTERNATIONAL SUSTAINABLE LOGISTICS EXHIBITION, POSTPONED FOR THE CORONAVIRUS EMERGENCY. THE EVENT WILL TAKE PLACE FROM 13 TO 15 MAY 2020 AT THE PADOVA FAIR”

Following the emergency caused by the epidemic of the COVID-19 virus (Coronavirus), the second edition of Green Logistics Expo, the International Exhibition of Sustainable Logistics so far scheduled from 18 to 20 March 2020, will take place, always at the Padua, from 13 to 15 May 2020.

Fiera di Padova understands and embraces the difficulties of companies that have invested energy and resources on the event and who today find themselves in the uncertainty caused by the unpredictable situation. It is precisely the protection of these investments and the intrinsic will of the Green Logistics Expo project to be at the service of the market and the growth of a culture of system sustainability, which led to the postponement of the event.

We are confident that this decision is in tune with the expectations of those who have trusted us and who will work with us for a successful edition for the benefit of the operators and the system.

We wish everyone a speedy overcoming of the emergency and the availability of Fiera di Padova for an always active collaboration.

Green Logistics Expo is an international business, marketing, culture, in-depth, exhibition and comparison event on the most advanced issues of the logistics chain and its interactions with environmental, economic and social sustainability.

A B2B fair with the leaders of railway intermodality and freight transport, logistics for industry and ports, e-commerce and services for the city of

tomorrow.

Three days of business and technological innovation connected to the new scenarios of sustainable logistics.

The supply chain of the future with the world of institutions and business; a show to support the economy, development and quality of life.



CISCO MEMBER NEWS CIRCLE HELPS TO UPGRADE PORTS IN PAKISTAN



Circle, the Italian developer and provider of automation and digitalisation solutions for port operators and intermodal logistics, will contribute almost EUR 40,000 to the Pakistan trade facilitation project designed by the World

Bank.

With the support of the World Bank, the government of Pakistan has commissioned an analysis of the implementation of a port community system

(PCS) aimed at providing a digital platform to allow a more rapid, secure and efficient exchange of information between the various involved subjects.

The role of Circle, as subcontractor of the Belgian company Port Expertise, is to perform a comparative analysis of the PCS and of the existing digital port platforms in India and South Korea, assessing functionalities, features, port services and benefits for territories and stakeholders and drafting a high level budget to identify the fundamental values that will be used as benchmarks for the World Bank project. (mw)

www.cireletouch.eu

www.transportjournal.com

VADO GATEWAY TERMINAL COMMENCES OPERATIONS



The new Vado Gateway terminal, located in Vado Ligure, Italy, received its first commercial service on 11 February 2020. The ship, M/V Maersk Kotka, was the first of seven ships from Maersk’s weekly ME2 service, connecting the Mediterranean with the Middle East and India.

The call by M/V Maersk Kotka marked the start of operations for the new deep-sea Vado Gateway container terminal. With a total investment of 450 million euros, it is one of the most important port infrastructures to be built in Italy in recent decades. Managed by APM Terminals Vado Ligure, the new container terminal strengthens the competitiveness of the Italian port system and represents a strategic hub for the new “Silk Road”, connecting the markets of Northern Italy, Switzerland, Germany and north-eastern France with the Far East.

With a capacity of over 6,400 TEUs, M/V Maersk Kotka de-

parted from the port of Tangier in Morocco and arrived at Vado Gateway after the port calls at Algeiras, Valencia and Fos Sur Mer / Marseille. It continued its journey to Port Said in Egypt and various other terminals in Saudi Arabia, Oman and the United Arab Emirates, and finally Abu Dhabi.

Exceptional hinterland connections. Once unloading operations have been completed, containers will continue their journey by road or rail. The terminal operates a truck appointment system to limit turn times to a minimum and ensure maximum efficiency. Rail connections from Vado Ligure include the inland terminals of Pioltello (Milan), Rubiera (Modena) and Padua. Export activities also benefit from this new service, with containers arriving from all over Northern Italy, both by road and by rail.

Maersk’s MMX service, connecting the Mediterranean and Canada, is scheduled for the beginning of March. The five ships engaged on this line, of approximately 2,500 TEUs each, will dock in Vado Gateway once per week.

“With the arrival of the first ship on the quay, Vado Ligure’s new deep-sea container terminal has officially commenced operations,” commented Paolo Cornetto, CEO of APM Terminals Vado Ligure. “After managing a number of challenges, being able to finally serve customers, is a dream for us. We will do everything necessary to ensure that Vado Gateway becomes synonymous with efficiency and customer service in the shortest time possible – ‘the port system most preferred by customers’”.

Source: APM Terminals

www.hellenicshippingnews.com

Mixed performance of the ports of Europe in 2019



Europe’s main ports have published their results for 2019, showing that total container throughput in the 15 most important ports in Europe saw an increase of 2.8% compared to 2018. However, growth rates were considerably lower than in 2018 (4.7%) and 2017 (4.6%).

The positions of the three main European container ports Rotterdam, (14.81 million teu) Antwerp (11.86 million teu) and

Hamburg (9.26 million teu) remain firm. While Rotterdam volumes declined by 2.1%, Antwerp grew by a notable 6.8%. Hamburg, which had lost traffic in recent years, boosted its container traffic by 6.1% in 2019.

These three ports handled more than 35.9 million teu in 2019 (+ 4.6%), an equivalent to 45.4% of the combined volumes of the first 15 ports.

The Greek port of Piraeus, a Chinese gateway, again registered a double-digit growth (+15.1%) in 2019, which brings it close to the results of the Spanish ports of Valencia (5.44 million teu or +5.0%) and Algeiras (5.12 million teu or + 7.3%) - despite the equally remarkable improvement in these two Spanish ports. (mw)

www.transportjournal.com

CORONAVIRUS HITS PORT CALLS BY 30%



“Ports worldwide are now facing serious disruption due to coronavirus as port calls in China have dropped by over 30% since the beginning of 2020, a vessel tracking firm has warned”

The latest data from Windward shows the impact on maritime operations as availability of goods for export in China has decreased. Ports in China are under government restrictions on movement and worldwide ports and shipping companies have issued their own precautionary procedures.

Other issues are at stake for port operators though. The company noted that “port demand across the world looks set to be significantly reduced as the lack of ships departing from China ripples through to receiving ports in Europe and North America”.

It added: “A reduction that is before any account is taken of possible widening of the pandemic into Europe or the Americas, which could further impact global import/export activity, and bring further headaches to those who manage port operations.”

In addition to manufacturers in Europe and the US not being able to obtain goods from China, global commodity prices have also been impacted, as companies explore ship-to-ship transfers as a way of avoiding coronavirus restrictions. This is something that will further hit port operations globally, noted Windward.

Keeping control of the virus itself is a priority for port operators in Asia. They are aiming to ensure they prevent spread of the virus through crew and shipping personnel. “What ships should be in port, and how can this be managed?” is a key question, said Windward.

Ports need to maximise the data available to them to best manage coronavirus impacts, including sanctions history, recent port calls and cargo onboard.

On 19 February the IMO issued a circular urging “Flag State authorities, port State authorities and control regimes, companies and shipmasters to cooperate, in the current context of the outbreak, to ensure that, where appropriate, passengers can be embarked and disembarked, cargo operations can occur, ships can enter and depart shipyards for repair and survey, stores and supplies can be loaded, certificates can be issued and crews can be exchanged”.

www.portstrategy.com

Barcelona's 2019 figures hold the balance



Altogether, the port of Barcelona sees 2019 as a year of consolidation. It achieved a turnover of EUR 172 million in 2019, moving sideways with regards to the 2018 result of EUR 174 million. This income stability was achieved despite the 10% reduction of the cargo fees, which represent one of the port's main sources of revenue, cutting back income by approximately EUR 4.5 million.

Total traffic - covering all types of cargo - was 67.7 million t, very close to the 67.8 million achieved in 2018.

The 35 million t of hinterland traffic stuck to the record level of the year before. Containers, dry bulk and cars, however, closed the year on a negative note.

Container traffic totalled 3.32 million teu moved, a decline of 3.2% year on year. Short sea shipping services remained strong in 2019, accounting for over 410,000 intermodal transport units (ITU), marking a 0.5% increase.

With a cash flow of EUR 97 million in 2019, the port of Barcelona retains the necessary means to cover its planned investments. Over the last year, the port also significantly reduced its debt (-9%), which now stands at EUR 179 million and came down to 12% of equity.

Investments also increased by 21% during the financial year, reaching EUR 60 million. The port of Barcelona made EUR 44 million in profit, which represents a setback of 18% (compared to EUR 54 million in 2018). This drop is due to the increase in non-recurring expenses like the dredging of the port, contributions to the interport compensation fund etc. (mw)

www.portdebarcelona.cat/Resultats2019

HAMBURG SÜD INVESTS IN THE MEDITERRANEAN

“We are thereby investing in the Mediterranean markets that have traditionally been of strategic importance to Hamburg Süd,” says Poul Hestback, General Manager of Hamburg Süd’s Region Europe. “By having owned organizations, we will now be able to offer shippers in these countries Hamburg Süd’s typical customer proximity as well as guarantee better and more flexible service.”

In Italy, the new Hamburg Süd organization already started work at its headquarters in Genoa at the beginning of January, with branch offices located in Livorno and Salerno. Gianluca Sussone heads Hamburg Süd Italia.



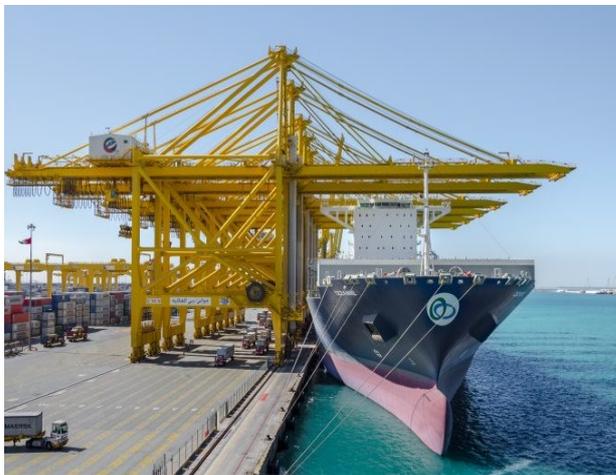
The head office of the new organization in Spain is based in Barcelona. In addition to an existing branch office in Valencia, new branches have been opened in Bilbao, Vigo, and Madrid to serve local customers and acquire new business. Hamburg Süd Iberia is under the leadership of Juan Pedro Alfaro.

The head office of the new Hamburg Süd organization in Egypt is based in Alexandria including a bonded depot operation servicing all Maersk brands. A branch office is located in Cairo. In addition, port offices are based in Port Said and Damietta. The head of Hamburg Süd Egypt is Prashant Poduval.

www.marinelink.com/ - 21/02/2020

“Hamburg Süd is now exclusively represented by its own offices in Italy and Spain after business was previously partially handled by agents and joint-venture organizations. Furthermore, in Egypt the company has taken full management of Hamburg Süd Egypt.”

HMM joins THE Alliance's three-loop Asia-Middle East network



HMM has muscled its way into THE Alliance’s Asia-Middle East offering in the newly launched network.

However, the South Korean carrier has still not decided to participate in THEA’s transatlantic network, after it pulled out of its slot charter deal with the 2M in May 2018, following months of heavy losses and being obliged to compensate Maersk and MSC for the 700 slots a week deal.

When THE Alliance published its expanded network details on 16 January, its new offering including the participation of HMM as a full member from 1 April, and the Asia-Middle East loops had yet to be finally agreed between the carriers.

In the interim, THE Alliance published its single AR1 loop with an itinerary of: Busan, Shanghai, Ningbo, Shekou, Singapore, Port Kelang, Jeddah, Aquaba, Sokhna, Jeddah, Singapore

and back to Busan.

“HMM will not participate on the AR1,” noted the release.

Today’s announcement from the four partners, Hapag-Lloyd, HMM, ONE and Yang Ming, said: “THE Alliance will introduce three newly organised express loops from early April, and these services will provide high-frequency, direct and expanded coverage, and the fastest connection from the respective regions.”

The revised network consists of three loops:

AG1 – Ningbo, Kaohsiung, Xiamen, Shekou, Singapore, Jebel Ali, Damman, Hamad, Sohar, Singapore and then back to Ningbo;

AG2 – Shanghai, Ningbo, Shekou, Port Kelang, Jebel Ali, Hamad, Umm Qasar, Jebel Ali, Singapore and Shanghai;

AG3 – Qingdao, Busan, Shanghai, Jebel Ali, Damman, Jubail, Abu Dhabi, Port Kelang, Singapore, Hong Kong and Qingdao.

The 2M is the only alliance not to have announced network adjustments from 1 April, partly due to its tie-up with South Korea’s SM Line on the transpacific, but also due to the coronavirus in China, which has thrown a spanner in the network discussions.

Meanwhile, HMM is preparing to phase-in its 12 24,000 teu scrubber-fitted ULCVs on THE Alliance’s FE4 Asia-North Europe loop, as they are delivered from the South Korean yards.

And the industry is abuzz with rumours that both Hapag-Lloyd and ONE will shortly announce confirmed orders for a number of these new-normal 24,000 teu ships.

theloadstar.com - 24/02/2020

DISTRI RAIL NEW FACE OF ROTTERDAM-MILAN FREIGHT TRAIN



The container train runs seven days per week in both directions and can be extended to Antwerp, and to other destinations in Italy on the southern end. IMO goods, high cube, containers and swap bodies are accepted onboard. Traction of the service is provided by Contship, the mother company of Hannibal. ers and swap bodies accepted.

Distri Rail

Distri Rail serves all rail terminals in the port of Rotterdam and connects the port with various hubs in the European hinterland. Daily, the company operates seven trains of each 100 TEUs to and from Duisburg, Mannheim, Ludwigshafen and Wörth.

Milan is an important node in the European rail freight network. It is one of the main destinations for freight traffic from the Netherlands and Germany. Moreover, it has a rail freight connection to China, as rail freight transportation between Italy and China is considered very competitive.

www.railfreight.com - 11/02/2020

“Dutch rail freight operator Distri Rail has taken over the operational representation of Hannibal, an Italy-based operator. From 1 February, Distri Rail is responsible for the rail freight service between Milan (Melzo) and the port of Rotterdam ”



SELF-DRIVING TRUCKS

HHLA and the truck manufacturer MAN Truck & Bus, which is owned by the Volkswagen Group, are testing automated and self-driving trucks in real-life scenarios. The HHLA Container Terminal Altenwerder (CTA) and an approximately 70 km-long section of the A7 motorway will serve as the test environment. “Hamburg TruckPilot”



is the name of the highly innovative research and testing project for the development of automated solutions in road transport. The aim of the partnership is to analyse and validate the precise requirements for customer-specific deployment and integration of self-driving trucks into the automated container throughput process under realistic conditions. At the same time, the two companies will also be defining pioneering standards for the associated methodology and implementation.

Autonomous loading and unloading at the terminal

Initially, the project will involve two prototype trucks equipped with the corresponding electronic automation systems. In fully automated and autonomous operation they will unload and reload at the terminal CTA. The technical development of the system on the MAN test site in Munich will continue to be pu-

shed forward until June 2020. Test operations will then be carried out between July and December 2020 in more practical settings based on customer needs.

During this second phase, a trained safety driver will always be deployed in the vehicle to monitor the automation systems. They will be able to

intervene and take control as needed. In future, automated driving functionalities will both support truck drivers in their work and relieve them of some of the strain. For example - during the autonomous loading and unloading at the terminal, they could leave the vehicle and use that time for mandatory breaks.

Further potential advantages are found in the increase in efficiency that results from anticipatory, automated driving. The concept significantly reduces fuel consumption and can positively influence the general flow of traffic. The project partners also promise an increase in overall safety.

The Hamburg TruckPilot project is part of the strategic mobility partnership between the Free and Hanseatic City of Hamburg and Volkswagen AG.

hhl.de

AN ITALIAN PIONEER

Biological LNG is the environment-friendly continuation of LNG, so to speak, and can compete with diesel fuel. The -Codognotto Group and San Marco Petroli Distribuzione are planning to start operations of the first biological LNG station in Italy this year.

Ever more transport firm are testing alternative fuels or engine technologies. Most of the options include some advantages – and other disadvantages. The perfect alternative doesn't exist yet.

Now Italy's Codognotto logistics group and the oil company San Marco Petroli Distribuzione are set to collaborate on biological LNG. The basis of biological LNG is methane; it is produced from the decomposition of organic matter in a bio-gas plant and subsequently liquefied. It has the same characteristics as LNG produced from natural gas, but isn't a fossil fuel.

As dense as diesel

Conventional liquefied natural gas (LNG) emits much less NOx and NO2 than diesel, but its CO2 emissions are only 10% less. The percentage of NOx and NO2 emission in the use of Bio-LNG is also much lower than with diesel, but the former's CO2



emissions are 80% lower than the latter's.

Even though biogas can be used as a source of energy and there are approximately 100 re-fuelling stations all across Europe, it has one significant disadvantage vis-à-vis biological LNG. Thanks to the latter's liquefaction it can be almost as dense as diesel, which significantly increases its reach. A lorry powered by biogas can travel approximately 400 km, whilst one fuelled by biological LNG notches up 1,500 km. For heavy goods vehicles in particular this is a decisive factor.

Codognotto's ongoing commitment

France and Finland already have biological LNG stations; now the Codognotto Group and San Marco Petroli are establishing a biological LNG re-fuelling station in Italy too. It is expected to become operational in September.

For Codognotto Group CEO Maurizio Codognotto the move represents the logical continuation of his enterprise's ongoing commitment to the protection of the environment. "We started testing alternative fuels in 2014 and will already have around 100 LNG trucks in our fleet by the end of this year. Biological LNG is a direct consequence of such investment to enable the transition from fossil fuels to renewable resources."

Maurizio Codognotto added that the partnership's efforts are in accordance with the goals of the EU concerning climate change. The latter is holding road haulage to account particularly strongly.

www.transportjournal.com - 25.02.2020

CARGO THEFT REPORT



The Cargo Theft Report 2020 found that both of these trends remained consistent from 2018 while it also noted an increase last year in the number of cargo truck hijacking incidents, with thefts of and from vehicles similarly rising as a percentage of all theft incidents recorded in 2019.

In line with these trends, thefts most frequently occurred while vehicles were either in transit or parked at rest areas.

Transport by road accounted for 87 % of all cargo theft incidents.

By type of goods, food and beverages represented 28% of all reported thefts, in comparison with 19% in 2018, followed by electronics (13%), alcohol and tobacco (10%) and automotive (7%).

As for the type of cargo theft, the hijacking of trucks accounted for 26% of the total, followed by theft from vehicle (20%) and theft of vehicle (16%) and 'slash and grab' (14%).

Other takeaways from the report include thefts from unsecured truck parking averaging eight per day globally and South America ranking highest in median value of cargo per incident in unsecured locations.

The Cargo Theft Report 2020 is based on data from BSI's supply chain security country risk intelligence tool, SCREEN and TT Club's insurance risk management and loss prevention insights.

TT Club's Mike Yarwood urged "all those concerned about cargo security to read the report" but emphasised one identified trend in particular: "Thefts either of, or from road vehicles most frequently occurred while in transit, in rest areas or an unsecured parking location. These accounted for 60% of those thefts reported.

"We are particularly keen to draw attention to the dangers of such informal parking and encourage the provision of more secured truck stop facilities."

The report provides more detail from the regions with confirmed thefts from unsecured parking areas, notably that the median value of losses from these incidents ranges from \$100,000 in South America to just over \$11,000 in parts of Asia.

"We are particularly keen to draw attention to the dangers of such informal parking and encourage the provision of more secured truck stop facilities," Yarwood added.

The report also highlights key risk insights into the trends in a number of cargo disruption-related topics, including: regional breakdown, countries of concern, tactics and trends, targeted modes, targeted commodities and the most common locations of thefts.

It also includes further advice on how theft risks can be reduced. This section is once more co-authored by BSI's Advisory Supply Chain Security team and the TT Club's claims and loss prevention team.

www.lloydsloadinglist.com - 20/02/2020

INTERMODAL TRANSPORT ITALY NOT AFFECTED BY CORONAVIRUS



load, is ideal to facilitate longer distance cargo flows throughout Europe in a time when the usual logistics-chains and the continued supply of consumers have come under threat of disruption”, the UIRR said. “The movement of intermodal loading units and the loading and unloading activities at terminals generally involves local staff, who do not need to travel over long distances.”

According to the interest group, all necessary preventive measures have been taken. These measures include the necessary precautionary guidance and protective measures to staff and business partners to ensure smooth operations.

“There is no need to worry about the continuance of intermodal transport to and from Northern Italy, which reported an unexpected outbreak of the coronavirus this weekend. This is the assurance of the the European Combined Transport sector and its representatives in Italy. UIRR, speaking on behalf of the industry, made this announcement on Monday “

The group would like to assure the logistics sector and their customers that the combined transport sector maintains its operations and keeps transshipment terminals open. This is in contrast with road, which is expected to experience limitations due to the lockdown of, at this point, 12 cities in Northern Italy. Counties are currently debating the closure of borders with Italy for all human movement.

The industry

Contship Italia Group, which operates between Italy and Northern Europe, reaffirms the message. “We would like to advise all its customers and business partners that terminal operations in La Spezia (LSCT), Ravenna (TCR) and Melzo (RHM), as well as all intermodal transport services run by Hannibal and Oceanogate Italia, continue to operate as normal.” Likewise, RailCargo Group, which runs for example the rail freight service Milan-Lubeck, confirms that there is no sign at this point that these services would be disrupted.

Intermodal operator Hupac operates a terminal in the north of Italy; Busto Arsizio is situated in the vicinity of Milan. The company is closely following the development of the coronavirus emergency. “Hupac strictly follows the instructions of the competent authorities and introduces additional measures in order to limit risks and safeguard continuity of services. We will continue to monitor the situation and issue updates when necessary”, the company stated today, adding that the intermodal network is working regularly. “All trains run, and all terminals in Italy continue to operate as normal.”

Benefit of intermodal

“Unaccompanied Combined Transport, where the cargo travels without a driver riding along the entire journey of each truck-

Italy outbreak

With seven deaths and 229 people infected, Italy is currently the most affected region outside Asia. The coronavirus had spread to more than six regions in the country as of Monday morning, the Associated Press reported. The two most infected regions are Lombardy and Veneto, with important cities such as Milan and Venice.

For rail freight, Northern Italy is an important region. Melzo (Milan) and Verona are frequented terminals for traffic to and from countries such as Switzerland, Germany and the Netherlands. But also Genoa and Venice are important logistics hubs, as they are the maritime gateways into Northern Italy.

Moreover, from Genoa vessels start their journey to China, which is already affected in terms of cargo volumes due to the coronavirus. According to Trasportounita, the port must expect that both imports from and exports to the People’s Republic will shrink by 20 per cent. This affects entire transport chains between the two countries, the Italian logistics authority said.

In China

In China, where the outbreak of the coronavirus is much more severe, the impact on the logistics industry is huge. Here, staff has been largely unavailable in the month of February because they were either advised to stay at home, or restricted from travelling, after many had travelled across the country for the celebration of Chinese New Year.

Staff is gradually returning back to work at the moment, but first mile services remain a problem due to the many road blockades. Also here, intermodal transport seems to be the most successful solution to bring goods to Europe as fast as possible. Vessels have reported blank sailings and in air freight the rates have increased significantly.

www.railfreight.com - 25/02/2020

NAVIS ACQUISITION BOOSTS PORT RAIL PROSPECTS

The acquisition of Biarri Rail, combined with Navis' N4 Terminal Operating System (TOS) for intermodal operations, will support Navis' expansion into inland solutions, providing freight operators around the world with planning software designed to improve the quality and efficiency of rail operations.

"At Navis, we are excited to now be able to complement our market leading port-based TOS solutions with



Melbourne, Australia-based Biarri Rail offers a suite of integrated service design and operational tools for freight railways, enabling them to better manage the complexities associated with railway planning and improve the utilization of assets for better service delivery, while substantially reducing operating costs.

Following the acquisition, the Biarri Rail team will continue to operate out of its Melbourne, Australia and Chi-

"Navis is set to acquire the assets of a provider of planning and scheduling software for freight railroads in a move that could help ports incorporate rail into their sustainable operation plans."

truly first-class offerings for rail freight globally," said Benoit de la Tour, president of Navis.

"Rail freight companies are investing in new digital initiatives in planning in order to increase efficiency and the return on investment of their supply chain assets."

cago, US offices, under the direction of Tom Forbes, CEO of Biarri Rail.

www.portstrategy.com - 19/02/2020

MAJOR RIVER PROJECT ACCOMMODATES MEGA-SHIPS

Vessels with a combined width of up to 98m can now pass each other in a widened section of the River Elbe, near the Port of Hamburg. Known as the 'passing box', the five-kilometre stretch under Federal jurisdiction now has a width of 385m.

Similarly, the fairway along the 36km stretch between Wedel and the mouth



when allocated by the traffic control centre. This offers ships dependent on the tide, and unable to make the tide 'window' for currently unforeseeable reasons, the opportunity of waiting during the new low water phase.

Currently, work is in progress on deepening the entire stretch. Both ships dependent on the tide, and those that

"The completion of initial work in a river fairway widening project has made it easier for mega-ships to call at a German port."

of the Stör has been widened from 300m to 320m. From yesterday, in this segment ships with a combined width of 92m may pass or overtake each other. Work began on the project in July 2019.

"With the initial fairway widenings of the Elbe, meanwhile completed, we are on a good course, immediately improving the conditions for calls by mega-ships," said Axel Mattern, joint CEO of the Port of Hamburg marketing team.

The holding area at Brunsbüttel has also been completed. This has been available as anchorage since the end of last year –

are not, will gain from one extra metre of loaded draft. Approved in August 2018 after a controversial consultation period, the work will be completed next year.

Andreas Scheuer, German Minister of Transport and Digital Infrastructure, said that the work will enable the number of mega-ships to more than double to "2,800 containerhips per year".

www.portstrategy.com - 01/02/2020

MARITIME DECARBONISATION EFFORTS SHARED

Representatives from the European Commission, the European Parliament and the permanent representations of Member States were shown green initiatives at the Port of Antwerp including shoreside electricity and the development of alternative fuels such as hydrogen and LNG.

“Ports can make a significant contribution in the energy transition,” said Jacques Vandermeiren, CEO of the Port of Antwerp, which aims



work towards meeting the IMO's ambition to at least halve GHG emissions from international shipping by 2050.

“Apart from our active participation in the Climate Action Programme with other major ports and the UN 'Getting to Zero' Coalition, we are working towards becoming a CO₂-neutral port,” said Mr Vandermeiren. “Together with our partners we prepare for a low-

“Decarbonisation measures being implemented by the European maritime sector have been shown to EU and national policymakers who visited a Belgian port as part of European Shipping Week activities. “

to become a CO₂-neutral port.

Recently it was announced that the Port of Antwerp will be home to the first tug powered by hydrogen. This ultra-low-emission tug is being built by Compagnie Maritime Belge (CMB), a pioneer in the field of hydrogen power for shipping.

Critical emissions reductions

The visit took place as the maritime community continues to

carbon future. We are in a constant search for innovative applications and opportunities. This visit from the EU policymakers offers us an opportunity to show them, by means of concrete projects, which progress we are making.”

ECSA secretary general, Martin Dorsman, added: “Decarbonisation can only happen through the combined efforts of the whole maritime cluster.”

www.portstrategy.com - 24/02/2020

DNV GL awards new fire safety notation to MSC containerships

DNV GL has awarded a new class notation to reduce the risk of fire onboard containerships to Mediterranean Shipping Company (MSC), with the notation already implemented on the 23,000-teu MSC Gulsun.

The new notation is targeted exclusively towards containerships, and designed around a function-based approach for enhanced safety level beyond present SOLAS requirements.

“In shipping, we must always have safety at the forefront of our thinking,” said Knut Orbeck-Nilssen, ceo of DNV GL – Maritime.

“As we move forward in design and in operation, becoming more sustainable and more efficient, safety must still underpin every decision. This new notation enables owners and operators to work with yards and designers to take advantage of new technology, in a way that suits their requirements and mitigates fire risk,” he said.

Applicable to both newbuildings and ships in operation, the notation is set up in a modular way. Owners can decide on the set of qualifiers best suited to their safety objectives and then



choose the most efficient measures and technologies to reach these objectives.

Classification society DNV GL said it can support hazard assessment and ensure that targeted functions are fulfilled.

Giuseppe Gargiulo, head of newbuildings at MSC, said: “Containerships have grown much larger in recent years

and the volume of cargo carried on deck has expanded exponentially. Container fires, especially with the volume of cargo now being carried, can present a substantial risk to the safety of the crew, cargo and the vessel.

“This is why MSC decided to install new dual-tower fire-fighting system with high-capacity pumps to further enhance the safety of seafarers onboard and protect cargo carried across the whole deck of the ship,” Gargiulo said.

The MSC Gulsun is the world's first to use on-deck fire-fighting monitors – fixed water cannons to slow and stop the spread of fire by cooling, which have a reach of more than 100 metres.

www.portstrategy.com - 24/02/2020

KEY TRENDS GOING INTO 2020

We hurtled towards the festive break in the vapour trail of a 2019, characterised by geopolitical noise and trade squabbles at the global level and ever-increasing speedy logistics closer to home. Who didn't use the internet to order presents last year?

We are seeing an era of big change. Trends in our consultancy commissions at WSP drop monster hints about what's



leading supplier of bio-CNG (compressed natural gas) sourced 100% from renewable biomethane.

It cuts GHG emissions by 85% and costs 45% less. Two haulage companies are using it in the UK, so in this net zero era – what's the business and reputational case for using diesel now?

There's a food revolution underway as our understanding of the

“COMMENT: Never is there a better time than the turn of the year to do a Ctrl+Alt+Del, writes Charles Haine.”

occurring in the wider world of trade, ports and port-cities.

In January, Larry Fink, Chairman at Blackrock, made a seismic announcement. They're putting climate-risk analysis at the heart of future investment strategies. They're invested in over \$630bn of assets.

The Bank of England also announced that seven lenders will 'stress test' the climate resilience of their investments. It's coming – fossil fuel-related projects will be on the wane. Lenders are proactively looking to support cleaner developments.

Leading on from that, business influencers – such as the Aldersgate Group – are calling for mandatory TCFD (task force on climate-related financial disclosures, the 2017 Michael Bloomberg initiative) reporting from all companies. This will require publication of decisions and forward-thinking on climate risks and opportunities in directors' reports.

'Mitigation' (GHG emission reductions), 'adaptation' (becoming more resilient to the 50-70 years of climate hurt we are already locked into) and 'transition risks' associated with the global push to net zero are included in that.

Inherently connected to these, products for insuring liability in the insurance world are evolving. Talking to professionals in that sector, the thinking is that we might be close to a company going down as a result of negative market responses to greenwashing. That's where a company's misleads customers about the environmental or climate credentials of its products/services.

Just watch the adverts between TV programmes to witness examples of such oxymoronic claims. Post-IMO 2020, tremors from the new low-sulphur fuel regulations in maritime shipping may have knock-on effects on broader-ranging fuel and efficiency programmes in the supply chain.

Coupled with the public health outrage of poor air quality, this could affect rail, road and river transport. CNG Fuels is the

health implications of eating processed foods is starting to bite. Ordering, transport and the stocking strategies of retailers will shift.

Quorn (Greggs' vegan sausage roll anyone?) is the first major brand to declare it will publish a carbon label. That'll be a challenge for shipping although less so for ports, which contribute only a fraction of the carbon footprint. Many people I know have stopped buying fruit and vegetables from far flung locations. People are talking about carbon miles vociferously.

Ethical supply chains will gain more publicity in 2020. You can add to the sizzling skillet above more scrutiny and an evidence base in manufacture and transportation without traces of child labour, payment at living wages and decent working conditions.

Might we see apps using blockchain capturing environmental, social, carbon and sustainability data? I think it's just a case who wants to lead on that. Port and terminal operators are evolving into the smarter ways of working, using widgets, add-ons and plug-ins to allow compatibility in existing digital platforms.

This is in cargo handling through to workforce training, which, in turn, will include upskilling on digitisation itself. We will see increased automation (where there is a labour supply crunch), machine-learning and use of AI to accelerate decision-making.

Expect to see more outsourcing and partnerships in the supply chain as companies realise specialists can perform certain functions faster and cheaper. Good news for port-city relationships.

With mayors and city organisations taking a lead on climate resilience and being future-ready, we will see chances to support – or at least consider – more community and citizen-driven ideas and innovation.

www.portstrategy.com - 26/02/2020

NWSA JANUARY CONTAINER VOLUMES DROP AFTER TARIFF-DRIVEN SURGE FEB 19 2020



The Northwest Seaport Alliance's total container volume for January 2020 was 263,816 twenty-foot equivalent units (TEUs), a 19.1% decrease from January 2019. Following an unprecedented international container throughput for the same month last year — tied to shippers moving cargo ahead of tariffs, it created a larger than usual gap in the year-over-year figures for January 2020. Imports fell 21.4%, and exports declined 20.5%. The NWSA also continues to monitor developments of the coronavirus outbreak and expects to see negative impacts to the international trade industry, including the Seattle and Tacoma gateway. Domestic container volumes in January 2020 decreased 8.5% over January 2019. Alaska's year-to-date volumes were down 13%, and Hawaii's year-to-date volumes were up 12.6%. Hawaii

volumes benefitted from one additional vessel call for the month over last year.

Other cargo highlights:

- Breakbulk cargo volumes were down 11.5% year over year to 16,455 metric tons.
- NWSA auto volumes year to date were 10,461 units, down 29.2% year over year.

View the January 2020 cargo reports:

- [Container volumes – January 2020](#)
- [Cargo statistics – January 2020](#)

www.portstrategy.com - 19/02/2020

BETTER COMMUNICATION AND DATA SHARING KEY TO ESTABLISHING JIT SHIPPING



The maritime industry is ramping-up efforts to optimise port calls and introduce just-in-time (JIT) shipping.

If successful, the IMO and IAPH-led initiatives could tackle two of liner shipping's biggest challenges: improving schedule reliability and meeting the industry's ambitious decarbonisation targets.

For example, a major cause of potentially unnecessary emissions and wasted fuel is the amount of time ships spend waiting for a berth. After monitoring 200,000 ships globally, MarineTraffic calculated the average time at anchorage was between 4% and 9% of total call time. This time could be eliminated through better communication and data sharing with carriers to optimise port calls, stakeholders believe, and pilot projects are underway at the ports of Rotterdam, Antwerp, Hamburg and Los Angeles to make JIT shipping a reality. Ben Van Scherpenzeel, chair of the IMO's port call optimisation taskforce, said: "Ship-shore data availability and data sharing around port calls must be supported by robust standards developed by robust organisations in the long run to make GHG emissions reductions a reality.

"Shipowner-operators will simply not be able to work optimally with different data sets amongst all the ports their fleets call at.

"Equally, a one-size-fits-all global solution is not the answer. The answer lies in a common port call process framework, using existing contractual, hydrographic, and data definition standards."

The IMO taskforce has published the JIT Arrival Guide to provide information to ports on how to facilitate JIT shipping, including data definitions to "allow nautical and operational systems to speak with one another optimally."

One solution, developed at the port of Hamburg, shares data between 300 different parties within the port community, as well as EDI connections with preceding ports on a vessel's rotation.

"Synchronisation of nautical data with fleet control centres means that arrival of cruise and containerships along the berth side can be correctly scheduled and synchronised," noted IAPH.

Another advantage of JIT shipping could be improved schedule reliability and supply chain visibility.

MarineTraffic estimated over 22% of commercial vessels arrive at their destination a day later than planned, with 15% making intermediate stops between departure port and destination.

This creates major supply chain headaches for freight forwarders and shippers, MarineTraffic said, because of the need to reorganise landside transportation at the last minute.

"The problem is shippers aren't informed," said MarineTraffic's product marketing manager Daniel Shirley. "But the resulting disruption and costs could be reduced if notice of the delays were received earlier."

Patrick Verhoeven, IAPH's managing director, argued JIT shipping was no "silver-bullet", but the initiative could still bring a range of benefits.

"Whilst it is not the ultimate game-changer, port call optimisation definitely is one of the low-hanging fruits that will help decarbonising the maritime sector," he said.

"Its multiple advantages include increased safety and efficiency, so there is really no excuse for stakeholders in the nautical chain why they should not to get involved and make it happen."

theloadstar.com - 24/02/2020

CONTAINER FREIGHT RATES CONTINUE TO TUMBLE

There are few signs of a respite for carriers just yet with Drewry's composite World Container Index losing 5.8% this week and is now down 1.9% versus a year earlier.

In the week to 20 February, freight rates to Europe on the key Shanghai-Rotterdam and Shanghai-Genoa lanes fell 9% and 10%, respectively, noted Drewry.



"Vessel capacity utilisation therefore remains low, despite the many cancelled sailings," noted Alphaliner.

Backhaul slot shortages likely

"Capacity constraints could however begin to affect the backhaul routes in the coming weeks, as outbound capacity from Europe and the United States will be limited as a result of the current

"Maersk CEO Soren Skou warned yesterday that factories in China were still only operating at 50-60% capacity and a rebound in shipping demand in the coming weeks would depend on a swift economic recovery from the impacts of coronavirus."

A similar picture is apparent on the trans-Pacific. Freightos reported earlier this week that the coronavirus outbreak "has been profoundly disruptive to the global supply chain, especially for importers heavily reliant on Chinese manufacturing".

It said China-US West Coast prices had lost 8% over the last week to slump to \$1,371 per FEU, with rates now 24% lower than at the same point of 2019.

China-US East Coast prices fell 6% to \$2,661 per FEU over the week and now trail equivalent pricing in 2019 by 10%.

Cargo scarcity a continued blight

According to Freightos, such is the scarcity of cargo that price cutting is not much of an option for lines given that those vessels that did sail this week reported that up to 90% of capacity was empty.

With demand devastated, carriers are continuing to cut capacity. Skou said Maersk had now cancelled 50 sailings in addition to services that were blanked for Chinese New Year holidays and factory closures in late January.

The strategy is being replicated across the liner sector. According to Alphaliner, carriers have cancelled an unprecedented number of sailings from Asia in the past month.

Mass void sailings the only response

Alphaliner's latest survey of Asia-North Europe liner services revealed that 33 sailings were cancelled in the last four weeks, meaning that 46% of scheduled departures on the route were dropped.

"Further to this, carrier schedules and customer announcements indicate that another 17 sailings are to be blanked in the next four weeks," said the analyst. "Capacity reductions over the eight-week period from Chinese New Year are thus expected to reach about 700,000 TEU."

This compares to post Chinese New Year cuts of just 340,000 TEU in 2019 and 210,000 TEU in 2018.

"A similar situation is observed on the other key outbound routes from China," added Alphaliner. "Capacity reductions on the Asia - Med route will reach about 290,000 TEU, while 680,000 TEU will be removed from the trans-Pacific trade lane's capacity."

While work in China has finally resumed after the extended three week holidays, the container demand recovery has been slow.

cancelled sailings from Asia."

According to Freightos there is room for optimism. The partial resumption of work and beginnings of production are generating some initial signs of hope, believes CMO Eytan Buchman.

Freightos recorded a 2% uptick in China's share of searches for freight bookings out of Southeast Asia for the first time since the outbreak, indicating that some shippers have - or are - anticipating orders that will be ready soon.

"But aside from areas still officially shutdown, the resumption of work has remained slow even in the cities and provinces that are back from the extended holiday," he added.

"Some factories are waiting to reopen out of fear that the close quarters in factories and dormitories could lead to more infections.

"Only about 10-20% of factories have received permits to reopen so far and though transportation within most provinces is back to normal, travel between provinces is still limited, which will also add to the slow recovery."

China's GDP growth could collapse

With China still in a state of shock, the economic outlook remains bearish.

"China's economy is experiencing the rare case of simultaneous demand and supply shocks," said a note from Nomura.

"Because COVID-19 in China is far worse than SARS in terms of breadth and speed of infections, the 'fear factor' among China's population is palpable, with people shunning crowded places like shopping malls and restaurants, crimping consumption, which contributed nearly three-fifth of China's GDP growth last year.

"On the supply side, the government's draconian controls to contain COVID-19 have blocked transportation and disrupted factory production and probably exacerbated the fear factor.

"[This has all been] made worse by the extended lunar new year holidays, stranding tens of millions of migrant workers at home."

Nomura now expects China's real GDP growth to tumble from 6% in Q4 2019 to between 0.5% and 3% this quarter.

And it warns the damage will spread far beyond Chinese borders: "Do not underestimate the hit to growth in economies outside China, particularly in Asia."

COMMISSION CBER DECISION CRITICISED

Foport has noted the objections and said the Commission's justification is that it "will continue to simplify the analysis of consortia's compliance with competition rules, limit the dependency on external advice and reduce legal costs."

Lamia Kerdjoudj-Belkaid, secretary general of Foport, said: "We express strong disagreement with the procedure of the European Commission which has led to



assessment on the impact of the CBER on the entire supply chain." Anna Maria Darmanin, secretary general of ETA concluded: "We did not receive answers from the European Commission regarding the objections we have detailed in our legal analysis submitted in the framework of the last consultation on the CBER which has been closed on January 3rd 2020." Foport said that DG Competition has largely dismissed the views of the users, operators

"Associations representing shippers, freight forwarders and port service providers have objected to the inclusion in the European Commission's 2020 Work Programme of the decision of the Commission to extend the Consortia Block Exemption Regulation (CBER) for another four years"

the publication of the decision to prolong the CBER in the Work Programme.

"We find the Commission's recognition that data is missing (as outlined in the Staff Working Document from December 2019) unacceptable in view of the recommendation to extend the BER without a single modification of the text."

Nicolette van der Jagt, director general of CLECAT noted: "This decision is based on the assessment that the CBER saves money for the shipping lines and cuts down on the red tape in the Commission, fully dismissing the views of the other parties in the maritime supply chain who are not benefiting from a similar exemption, but in many cases are competing with carriers on services." Denis Choumert, ESC's chairman continued: "The Commission has fully dismissed the views of the customers that a block exemption is a massive loss for the protection of shippers and customers, under European competition law, who declare that the Commission needs a more robust

and service providers in the supply chain, who all responded to the original consultation in 2018.

It added that the associations all share the view that there are many legal flaws in the arguments put forward by the Commission. These flaws relate to many issues - missing data, one-sided assumptions on efficiency gains disregarding non-rate related parameters, lack of a proper definition of relevant geographic markets to assess market shares and a complete failure to identify remaining benefits to users, if the CBER would be continued.

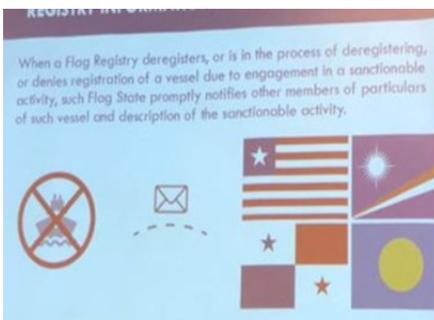
We call on the Commission to provide answers to the questions we have raised in the framework of the last consultation and which are of primary importance for our respective members.

www.portstrategy.com - 11/02/2020

SHIP REGISTRIES NOW TAKE A CLOSER LOOK

Vessels that violate current United Nations Security Council resolutions (UNSCRs) on trading with North Korea will not be registered with the Palau international ship registry (PISR).

Both the government of Palau and PISR have introduced measures for the due diligence in screening vessels before they are registered under the Palau flag, including using the latest technology that includes the PurpleTRAC sanction compliance platform, monitoring of AIS transmissions and LRIT ship position tracking.



several trainings on conducting due diligence to comply with US sanctions and UNSCRs sponsored by the US department of state's bureau of international security and non-proliferation (ISN).

PISR also joined the memorandum of understanding between Liberia, Marshall Islands and Panama in January. This MOU offers collaboration between the four major ship registries on sharing information when a flag registry deregisters or is in process of deregistering, or when it denies registration of a vessel due to engagement in a sanctionable activity. (mw)

www.palaureg.com

As part of these steps, members of PISR have recently attended

www.transportjournal.com - 24/02/2020

IMO prepares to ban ships carrying HFO and has another look at scrubbers



The IMO's sub-committee on pollution prevention and response (PPR) will this week finalise details of the ban from 1 March on the carriage of HFO (heavy fuel oil) on ships not fitted with scrubbers.

The agenda for the London meeting also includes scope for further work on revising the guidelines for the use of the exhaust gas cleaning system alternative to LSFO (low-sulphur fuel oil) in the light of the experience gained post IMO 2020.

The complementary MARPOL amendment to the 0.5% sulphur cap on ships' fuel, in force since 1 January, will make it illegal after 29 February for vessels that do not have scrubber systems installed to have HFO on board in fuel tanks.

Industry consensus is that IMO 2020 caused very little disruption and that possible shortages of the 'new normal' compliant LSFO (low-sulphur fuel oil), or even HFO for scrubber-fitted vessels, have been overcome, at least at the main bunker hubs.

However, it remains to be seen how compliant with the new rules the shipping industry turns out to have been, given that much of the responsibility for policing the IMO regulations comes under the auspices of its member states.

Indeed, the Trident Alliance, an industry group set up to ensure a level playing field on the enforcement of the sulphur cap, says it is "still early days" in assessing the success of IMO 2020. Talking to Ship & Bunker last week, chair of the group Roger Strevens said the data needed would only be available later in the year.

By then, he said, a comparison could be made on the amount of HFO that had been purchased against the known base requirement for scrubber-fitted vessels.

"That will be a very interesting comparison," said Mr Strevens.

Installing scrubbers has been accepted by the IMO flag states as

an alternative means of meeting the new sulphur limit. It resulted in all sectors of the maritime industry investing billions of dollars in retrofitting scrubber systems on existing tonnage and specifying installation on newbuilds.

Since the 0.5% sulphur cap became law, shipping lines that invested in scrubbers have saved millions of dollars in the cost of bunker fuel, as the premium for LSFO has ranged from \$200-\$300 a ton.

However, the process of the most popular open-loop scrubber systems, which use sea water to separate the sulphur content, which is then stored onboard for later discharge at port before the 'wash water' is discharged back into the sea, has attracted negative press, resulting in the use of open-loop scrubbers being banned in the jurisdictions of more than 80 ports around the world.

The sub-committee is tasked with continuing its work on revising the 2015 guidelines for scrubbers – aimed at "enhancing the uniform application" of the guidance.

To assist its work, the sub-committee will have a report submitted by the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection, containing its conclusions on the environmental effects of discharged wash water from scrubbers.

The report, leaked to The Guardian newspaper, apparently warns that toxins remaining in the wash water could harm the food chain.

A pro-scrubber lobby group of ship operators, the Clean Shipping Alliance, has constantly defended the use of exhaust gas cleaning systems as a "safe and effective means of complying with IMO 2020", citing supporting data from six independent studies.

theloadstar.com - 18/02/2020

CONTAINER LINES FACING PRESSURE OVER COMPLEX IMO 2020 SURCHARGES: REPORT

Container lines are facing growing pressure to standardise surcharges, which have become ever more complicated with the introduction of IMO 2020, a report by Alix Partners highlights.

Long a source of dissatisfaction for shippers the bunker adjustment factor (BAF) has become even more complex with the introduction of IMO 2020 with each

line having its own variation on a basic formula covering a range of areas including fuel price, ship size and trade.

“The lack of transparency and standardisation of those variables is a constant irritant to shippers, freight forwarders, and non-vessel-operating common carriers (NVOCCs) and gives rise to the suspicion that some carriers are using the BAF as a revenue-raising tool as well as a cost-recovery and risk-sharing mechanism,” the report said.

“The uncertainty can lead to fraught negotiations and frayed relationships that take a toll on both sides and add to the headwinds the container shipping industry faces as it sails into what could be one of the most complex and consequential years in its history.”

Alix Partners said that the negative perception was likely to lead to new pressure for container lines to standardise pricing formula,



las, including BAF, with a pressure campaign potential being led by mega-shippers on the eastbound transpacific trade.

“Carriers could see their hard-fought financial gains of recent years totally evaporate if they fail to control costs, including how they manage fuel costs and customer expectations around fuel costs,” said Esben

Christensen, global co-leader of the transportation and infrastructure practice at AlixPartners and a managing director at the firm.

The pressure of IMO 2020 is now being further compounded by the influence of the coronavirus.

“IMO 2020 was already going to make this a year of huge disruption for the entire maritime industry,” said Marc Lampieri, a managing director in the transportation and infrastructure practice at AlixPartners. “Throw in the coronavirus, the recent deterioration of some key financial measures and whatever other unforeseen disruptions lie ahead, and it’s clear that preparing for the worst may be the best way to avoid the worst.”

www.seatrade-maritime.com - 28/02/2020

CYPRUS SHIPPING CLUSTER NOT UNDULY AFFECTED BY BREXIT

Brexit will not unduly affect the Cypriot shipping cluster, says the country’s Shipping Minister, Natasa Pilides.

“On a broader level [due to Brexit] shipping is affected in terms of corporate earnings and trade, but beyond that concern, Cypriot shipping is not expected to be adversely affected,” said Pilides. “

The aspects regarding shipping, she explained, are “under control”, while referring specifically to British vessels that are part of the Cyprus tax system and are no longer considered part of the EU, noted Pilides when opening the Capital Link Cyprus Shipping Forum in Limassol, 25 February.

She explained the Ministry contacted all owners of such vessels “to make sure that will be able to follow the rules in the future”.

“British shipping companies are also affected because they are no longer considered European and therefore cannot fit into our



tax system unless they make the necessary changes to be considered European,” added the Minister.

Pilidou said she believes the changes that needed to be made were not restrictive. “There are various options we have explained to all affected companies and I believe they have taken

appropriate action,” she said.

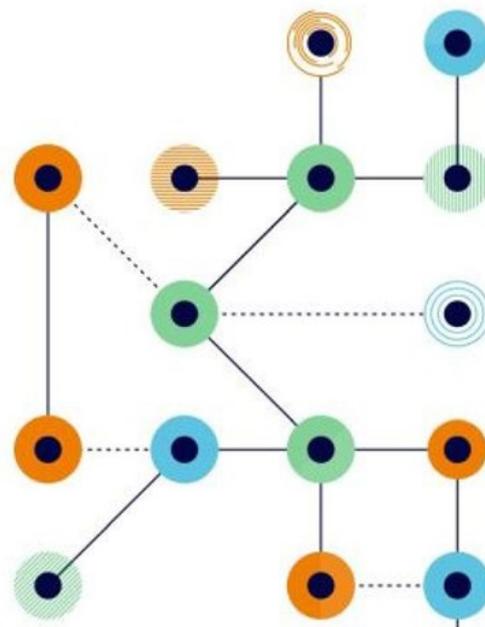
Regarding the more than 2,000 British seafarers working on Cyprus-flagged vessels, “they are not affected because Cyprus will continue to recognise these seafarers.” However, she said, new British seafarers, arrangements would need to be made with the EU for Britain to be recognised as a third country in terms of schools and certificates given to sailors. This is a formal process which has already started and there is no need to worry about it, declared the minister.

www.seatrade-maritime.com- 28/02/2020

MAN ENERGY SOLUTIONS LAUNCHES OPEN PLATFORM FOR DIGITAL DATA EXCHANGE

Connect Exchange Monitor.

Transforming information into insight. *mýa* turns raw data into actionable intelligence, promoting open and secure collaboration between members.



MAN Energy Solutions (MES) has launched a new digital platform under the name *mýa* to enable the exchange of data in a controlled and secure manner among participants.

The open platform will enable the integration of Original Equipment Manufacturers' (OEM) data across the marine, power, and energy industries, among others, amongst participating OEMs, operators and asset owners.

MES said its goal is to create an independent, non-profit organisation to govern *mýa* and promote industry collaboration in realising the benefits of digital technology.

"Given the unique transformational challenges most industries are facing today, the need for data integration between OEMs, operators and asset owners is rising," said Per Hansson, head of digital and strategy at MES.

Hansson said solution providers, such as MAN and many others, offer digital technologies and services which allow the optimisation of the performance of their systems using real time data and analytics. However, vessel or plant operators work with many OEMs and their respective platforms and are therefore often faced with a complicated and uncoordinated view of the various equipment that they operate and maintain.

"With the launch of *mýa*, we want to reduce complexity for our customers and for other OEMs alike and to lower the hurdles for getting payback from data. Members of *mýa* will have the opportunity to access all of their digital assets via a single interface, which integrates all their OEM data streams and enables a complete system view," he added.

Alan Atkins, ceo of the newly founded *mýa* Connection GmbH, with headquarters in Switzerland, said: "Our goal is to develop *mýa* into an independent non-profit organization. Once more companies get engaged, the organization will eventually take direction from its members, OEMs and equipment users alike.

"The intent of *mýa* is to remove friction points and help the industry to operate more efficiently, ultimately saving resources and moving faster towards realising the full potential of digital technologies," he said.

Atkins added that the platform is looking for additional founding partners to help define the direction and development of *mýa*.

www.seatrade-maritime.com - 12/02/2020

NINE SHIPPING AND PORT COMPANIES SIGN UP TO GLOBAL DIGITAL COLLABORATION

The nine comprise some of the world's largest terminal operators and container lines - CMA CGM, Cosco Shipping Lines, Cosco Shipping Ports, Hapag-Lloyd, Hutchison Ports, OOCL, Port of Qingdao, PSA International and Shanghai International Port Group (SIPG).

GSBN, established by logistics technology provider CargoSmart Limited, acted

as a not-for-profit organization that operates and facilitates a secure and trusted data exchange platform for all stakeholders along the supply chain.

The signing of the agreement symbolized the fortified cooperation among the consortium as well as the conclusion of an important step towards the GSBN's official establishment. Once all regulatory approvals have been obtained and the GSBN is formed, it will lead the development of innovative applications to create value to stakeholders in the supply chain, said CargoSmart.

CargoSmart will be the technology solutions provider and platform operator for the GSBN.



Martin Gnass, managing director IT of Hapag-Lloyd, said, "The signed shareholders' agreement symbolizes an important milestone towards securing an industry-wide secured digital collaboration platform that aims to benefit all parties in the global supply chain.

"We expect the trusted blockchain platform will accelerate the sharing of

verified logistics and cargo data, streamline business operations across the whole supply chain, and create value to each stakeholder."

Ding Songbing, manager of strategy & research department of SIPG, said, "Existing data exchange and practices in the shipping industry do not adequately address all terminal operational details, leading to missed opportunities to improve overall efficiency. With terminal operators being founding members of the blockchain platform, we believe the GSBN will capitalise on new and existing opportunities on the terminal side and expedite digital transformation in the industry."

www.seatrade-maritime.com - 28/02/2020

5G PORT NETWORK TO DRIVE INNOVATION

The Port of Antwerp and Proximus have signed an MoU for 'The Digital Schelde' project, which consists of Proximus developing, on the basis of a test license, a mobile network that will be set up specifically for Port of Antwerp. On this network, both partners, in a co-creation mode, will test and evaluate the potential of 5G for different industrial applications

Erwin Verstraelen, chief digital & innovation officer at the Port of Ant-



to enable a more efficient coordination of shipping," said Proximus. "By connecting people and their tools with each other, the advent of a private 5G network will, moreover, provide significant gains in efficiency, for example through wireless camera surveillance or the deployment of drones for security applications or inspections. In the future, self-propelled vehicles in the port area or AR/VR applications for remote train-

"Telecommunications company Proximus will develop a private 5G network at a Belgian port with the aim of driving innovation and digitalisation"

werp, said: "The port of Antwerp is particularly rich in potential applications for 5G. That's why we want to prepare for the advent and roll-out of 5G in the port area.

"Because we're aware that there's still a lot to be learnt. Moreover, the partnership with Proximus will allow us to ascertain whether our own fibre network can be a lever for an accelerated deployment."

During a six-month pilot phase, various concrete applications will be tested that offer a better insight into the possibilities of 5G in an industrial context.

The possible applications are in a variety of areas. "For example, tugboats can be connected with each other and with the port

ning and coaching may be added to that."

From a technical viewpoint, Proximus and Port of Antwerp will use a non-standalone architecture that fully meets the 3GPP standards in the core of the network. In addition, the 5G network will be connected to the existing MPLS corporate network of Port of Antwerp and will thus become an important enabler for the port authority's digital transformation.

Proximus ultimately aims to combine the Port of Antwerp's private network with the public mobile network, which provides coverage throughout Belgium. To develop this project, Proximus is using Nokia's network equipment.

www.seatrade-maritime.com - 07/02/2020

CONTAINER LINES ADD MORE BACKHAUL AND REEFER SURCHARGES

Container lines are continuing to add surcharges for the backhaul into Asia and Chinese reefer imports as the coronavirus (COVID-19) impact schedules and reefer slot availability.

As lines continue to blank more sailings from Asia due to lower volumes from China caused by the shutdown factories due coronavirus outbreak it is putting pressure on space on the backhaul on the mainline trades.

CMA CGM is adding a \$300 per container peak season surcharge on dry cargo between North Europe to China and North and South Asia base ports from 15 March. Hapag-Lloyd has already announced a similar surcharge at \$325 per box from 1 March.



Meanwhile as the availability of reefer plugs at major Chinese ports has worsened according to Maersk Line. The Danish line already has a \$1,000 per reefer container congestion surcharge for shipments to Shanghai and Xingang and this is being extended to Ningbo from 28 February for non-FMC trades and 22 March for trades covered by the FMC.

Maersk recommends shippers choose other destination ports in China for reefer shipments and is offering free destination change to another port in China for reefer cargoes already in transit.

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BEING SMART WHEN THERE'S A CHILL IN THE AIR

The reefer container market remains on the upswing – a head of the dry van sector – bolstered by a number of influential factors including increasing demand for fresh imported food, continued penetration of non-container chilled cargo markets, bigger demand from the pharmaceuticals sector, new vessel deliveries featuring a high number of reefer slots and continuing technical innovation.

This growth combined with



technicians to focus on more important assignments,” he says.

“Terminals also need to have traceability of the data and operations and it must be available to their customers, elaborates Jain. “The automated acquisition of data that a reefer monitoring system like RTE’s GRA-SPTM provides makes this possible offering accurate temperature reading with alarms, power consumption measurement, plug / unplug event details as well as

“The latest developments in reefer container monitoring technology are investigated by John Bensalhia”

other considerations such as the pursuit of enhanced cargo safety and quality presents a significant area of challenge to container terminal operators.

A challenge which container reefer system suppliers are keen to confront – as is evidenced in the following review by Port Strategy of recent thinking and innovation in the arena of reefer container monitoring.

“Tracking and monitoring reefers is more important than ever,” explains Atul Jain of Refrigerated Transport Electronics (RTE). “Container Terminals have the need to be more efficient and have better control of their reefer operations and are looking for solutions to automate processes like temperature monitoring which, without a system in place, is a manual task, allowing

other key information available through a simple XML interface.”

Al Tama, Vice President and General Manager, Container and Port Solutions, ORBCOMM, says that there has been an increase in the number of RFP / RFQ / RFIs in the container terminal space during the last 12 - 24 months. “The container shipping industry, in general, is shifting toward remote container monitoring, particularly for refrigerated and controlled atmosphere equipment.”

“Smart containers are absolutely becoming more common as shipping lines deploy remote telemetry solutions of their own. We estimate some 600,000 ‘connected containers’ are in circulation worldwide today. In some cases, shipping lines are moni-

toring reefer boxes on the terminal remotely from a central control and command centre. Integrating remote monitoring data into terminal operating systems (TOS) and other terminal IT offers a lot of potential benefit for improved operating efficiency and reduced claims," says Mr Tama.

There are more remote monitoring solutions available to the industry and IoT (Internet of Things) adoption continues to grow. "The cost savings that can be achieved with remote monitoring are significant for all concerned," explains Mr Tama.

"That includes the terminal, the shipping line and inspection and service suppliers. The speed with which exceptions and breakdowns can be managed is greatly increased by realtime remote monitoring technology compared with manual checks every four to six hours (or worse). There are safety benefits also, of course, removing terminal and service personnel from the ground and allowing them to monitor containers from a central office instead.

And automated pretrip inspections (PTIs) using IoT tools are becoming more common, saving considerable time and money." Today's digital platforms also allow data to be shared among multiple parties, including the cargo owner / shipper.

"Of course, who gets to see data is at the owner's discretion, but the technology is there for many different players to tap into a 'single version of the truth' with real-time data that doesn't require manual input or intervention."

Clearly, with reefer containers comes plenty of data for ports to pore over, from temperature levels to risks or hazards. See Captain Peter panel.

Refrigerated Transport Electronics (RTE), McGraw, New York, has launched GrAsPPTM, an Android application which is designed for the Reefer shipping industry.

The GrAsPPTM is compatible with the current ecosystem of RTE products. GrAsPPTM can be used as an interface to RTE's current GRASPTM systems or in conjunction with RTE's new RRCE-BT (Remote Reefer Communication Engine – Bluetooth) device. A low-cost monitoring device compatible with all the reefer manufacturers, it allows monitoring and tracking when combined with GrAsPPTM while the container is in transit.

This new system allows continuous monitoring and tracking at a reasonable price point. GrAsPPTM, along with RRCE-BT, can provide precise data about temperature, controlled atmosphere variables, location, as well as reefer alarms.

"GrAsPPTM brings Reefer monitoring to your finger-tips and is one of our most innovative projects to date." says Derrick Hartnett, Project Manager for RTE.

"GrAsPPTM will give users a flexible approach to monitor containers for their needs," adds Donald Vinson, CEO of RTE, who also believes that GrAsPPTM has the potential to be a sustaining innovation for the industry.

Identec's Reefer Runner is also providing customers with a solution that keeps a fresh eye on reefer containers. The remote monitoring and control system addresses every aspect of linking the container with hardware that then relays the required information to the port operator. The device assesses, processes and communicates data to the user. Furthermore, it's a customised system that can suit each customer in terms of monitoring time, at regular intervals, whether in minutes or hours.

The Reefer Runner can considerably reduce labour levels of up to 30% and reduce installation costs because of its wireless monitoring communication.

Lumel SA's Reefer Container energy monitoring solution works along the same kind of principles. The system includes in-built Wi-Fi and / or GSM modules, depending on the customer's choice. Either of these generates wireless communication which then gives the port operator access to both up to the minute and archived information about the energy levels. For the container, a mobile measuring case is provided, made to protect against unwanted dust and water.

Meanwhile, a comprehensive measuring circuit boasts an ND 40 analyser, current transformers and the required protection devices. For ports, today's high level of technology can encompass a wider spread of port size. "The beauty of the technology currently available is that it suits small, mid, and large terminals all the same," concludes Al Tama. "The demand for remote reefer container monitoring truly is diverse. We see customers who already have some level of automation and are trying to fill a gap along with customers who are looking to totally overhaul their operations."

Captain Peter leads the way

Captain Peter is the brainchild of Maersk Line. A piece of virtual technology introduced in 2019, Captain Peter uses modern methods to inform ports of upto- date information concerning reefer container voyages.

It can send a port fresh information via texts or emails regarding container temperatures and atmospheric conditions. Also, Captain Peter provides constant updates on the ship's journey, informing the port in the event of any deviations or delays.

Once the reefer container reaches its destination, Captain Peter will also assess its final state, and send a final update to the port.

This year sees another innovation from Maersk Line, with the launch of its Sekstant Reefer digitalisation service. With production commencing in the first quarter of 2020, Sekstant is designed to ensure that customers do not have to keep a constant eye on reefer containers. The service is tailored to each customer's respective requirements, with notifications sent via the Sekstant gateway as and when the customer wants.

Sekstant can support 2G, 3G and 4G LTE connectivity, with each one of the data streams kept separate from the individual container lines. A basic package deal of 99 cents per container per month gives the customer a GPS location, temperature readings and alarms. There is also the option to expand the basic level package with extra features such as G-Shock recording and remote ITI (Intelligent Trip Inspection) reporting.

Another real-time information tool comes from German container shipping firm Hamburg Süd (part of AP Moller Maersk). It introduced the Remote Container Management System for monitoring reefer container shipments, allowing ports to keep fully up to date with all the necessary information. Aspects including humidity, temperature, oxygen and carbon dioxide levels are constantly updated via the online tool which can be accessed via

a computer or a Smartphone, laptop or tablet – a good solution for port operators away from the office.

www.portstrategy.com – 27/02/2020

C.I.S.CO.

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

Over time, the membership of the Center has been enriched through the participation - alongside institutional subjects such as the Port Authorities and the Chambers of Commerce - of some of the most important national private operators operating in the field of transport and logistics.

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

The C.I.S.Co. it also publishes its own newsletter, every two months, which collects the most significant news from sector publications on international transport issues.

In 2018, an amendment to the statute was launched, which accepted the recognition of the Center as a Social Enterprise.

The name has become the current International Center for Container Social Enterprise Studies, with a look at its origins (the company name from 1967 to 2002 was the Italian Center for Container Studies) and one towards the future, with the aim of operating increasingly European level.



C.I.S.Co.

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IN THE CALENDAR

- 10-12/03/20 Stuttgart - LogiMAT 2020
- 11-12/03/20 Ravenna - REM 2020
- 11-12/03/20 Singapura - 26th Maritime HR & Crew Management Summit
- 17-19/03/20 Shanghai - Intermodal Asia 2020
- 18-20/03/20 Padova - Green Logistics Expo 2020
- 19-20/03/20 Amsterdam - Home Delivery World Europe 2020
- 21-25/03/20 Verona - Transpotech Logitec SaMoTer – Asphaltica 2020
- 08-09/04/20 Rotterdam - 24th Ballast Water Management Conference
- 21-23/04/20 Antwerpen - Antwerp XL / Shaping the future of breakbulk
- 23-24/04/20 Shanghai - The 9th Annual Event Green Shiptech China Congress 2020
- 28-30/04/20 Moskva - 14th LTE.CRANES
- 12-14/05/20 London - Infrarail 2020
- 13-14/05/20 København - Danish Maritime Fair
- 17-18/06/20 Milano - 3° Automation Instrumentation Summit
- 25-27/08/20 Batam - 5th Indonesia Marine & Offshore Expo (IMOX) 2020
- 26-28/08/20 Jakarta - Inmarine 20
- 28/09-03/10/20 Napoli - Naples Shipping Week
- 05-09/10/20 Valletta - Malta Maritime Summit – “The Voice of the Industry”

C.I.S.Co. Secretariat will give you information on request about programs of the events and how to participate.