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Newsletter C.I.S.Co. June 2020



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SHIPPING EVENTS

CIRCLE'S SOFTWARE SOLUTIONS



"Circle's software solutions are increasingly being used in the context of railfreight operations these days. The company has ascertained a particularly promising potential at the interface between the supply chain's maritime and rail legs."

Interlinked railways

Rail's share of the Italian goods transport market comes to approximately 14%, and there have been a number of initiatives in place for a while now to improve this figure. The Italian software developer Circle is also increasing its efforts to implement its digital solutions in the railfreight segment.

Greater security, less errors

Various players that operate in the Genova Pra' intermodal terminal recently started using Circle's digital platform to organise and process their goods transport services. Many goods that arrive in Genoa on containerships are transhipped to railfreight options in the port city for on--forwarding to destinations in Italy as well as to regions further north. Circle's logistics software is also used for the 'Mittelmeerzug' (MMZ, Mediterranean train), for example, which shuttles between Genoa and Basel. "-Every document needed for such a transport is fed into our system digitally," Circle CEO and founder Luca Abatello told the ITJ recently. In the past these exchanges were frequently executed by e-mail or also by tele-phone, a process that was neither error-free nor secure enough.

E-bridge is another rail project that -Circle is pushing ahead with in the ports of Genoa. Goods transport by rail became ever-more important in the gateway after the -Morandi Bridge collapsed in -August 2018. The e-bridge solution allows the port authority to simulate rail transport solutions. This makes the time and place of arrival of every train visible, as well as the cargo it is carrying. Together with ports of Genoa and Uirnet, Circle has been continuously deve-loping e-bridge since its introduction. Rail solutions have been much more necessary in Genoa since the bridge disaster almost two years ago, Abatello added.

Infrastructure operator on board

The software firm is intensifying the rail options it offers on Italy's eastern coast too. In the port of Trieste, which handled around 10,000 trains last year, the Circle subsi-diary Info.Era provides operators with a -dashboard that supplies comprehensive information on rail transport options. -Trieste's port community uses it to organise and manage train organisation and tracking; integration with the rail network firm RFI is ongoing. The port and the infra-structure manager use -Circle's tool to exchange timetables and operational information, amongst other things. Once the service has proven its worth Abatello hopes to help other ports as well as inland facilities in Italy to exploit the potential of the railways."

transportjournal.com

NORTH SEA PORT JOINS EU 5G LOGISTICS PROJECT





"North Sea Port has announced it has joined an international effort to make transport and logistics more efficient through 5G, partnering with the Port of Antwerp and a coalition of European supply chain stakeholders."

According to a statement, '5G Blueprint'is a public-private partnership made up of companies from Belgium, The Netherlands,Switzerland and the Czech Republic, and has been granted $11.2 million (€10 million) from the European Union.

The Dutch Ministry of Infrastructure and Water Management, together with the Flemish Department for Mobility and Public Works, the port authorities North Sea Port and Port of Antwerp, the business community and the academic sector, has set up a consortium with 28 members.

It will investigate how how tele-operation can be used to make transport and logistics more efficient – including across borders.

In addition, they will look into how transport and logistics can be made more efficient with the aid of remote control (tele-operation) technology – including across borders. The 5G Blueprint project will commence on 1 September 2020 and run for three years.

The project will also look at safety, costs and benefits, division of responsibilities, collaboration and standardisation. The insights and lessons from this three-year project will be applied directly in this region where possible. But they will also be important as a new standard and working method – as a 'Blueprint' – for other areas and sectors.

The parties involved are investigating how exchanging real-time data to and from vehicles, between terminals and vehicles and between vehicles and their head offices can contribute to greater efficiency in the supply chain and help mitigate driver shortages.

The aim is to be able to remotely steer and support vehicles and vessels. This is expected to not only improve the accessibility of the important North Sea Port (Vlissingen, Terneuzen and Ghent) to Antwerp logistics corridor, but also to increase employment and strengthen the competitive position of that area. New 5G telecommunications technology will be one of the tools used.

porttechnology.org

MPA AND NUS ENTERPRISE LAUNCH SMART PORT CHALLENGE



"The Maritime and Port Authority of Singapore (MPA) and NUS Enterprise, the entrepreneurial arm of the National University of Singapore (NUS), have formally launched the Smart Port Challenge (SPC) 2020 under Port Innovation Ecosystem Reimagined @ BLOCK71 (PIER71). "

Start-ups participating in this year's challenge will now have direct access to PIER71's Venture Capital (VC) partner network for investment advice and opportunities.

Quah Ley Hoon, Chief Executive of MPA, said: "As the shipping industry grapples with COVID-19, many companies are already repositioning themselves for the new normal.

"There are opportunities for greater digitalisation, automation and adoption of new technology.

"The Smart Port Challenge comes in timely where start-ups join hands with the shipping companies to curate solutions to future-proof ourselves and build a more resilient maritime community; with the added venture capital funding steering more resources towards this important effort."

Professor Freddy Boey, NUS Deputy President (Innovation and Enterprise), said, "PIER71 is part of our larger effort in developing deep-tech and industry-relevant programmes.

"It is even more pertinent now in helping to address real-world problems that have been identified by our maritime corporates who are ready and able to adopt viable and innovative solutions.

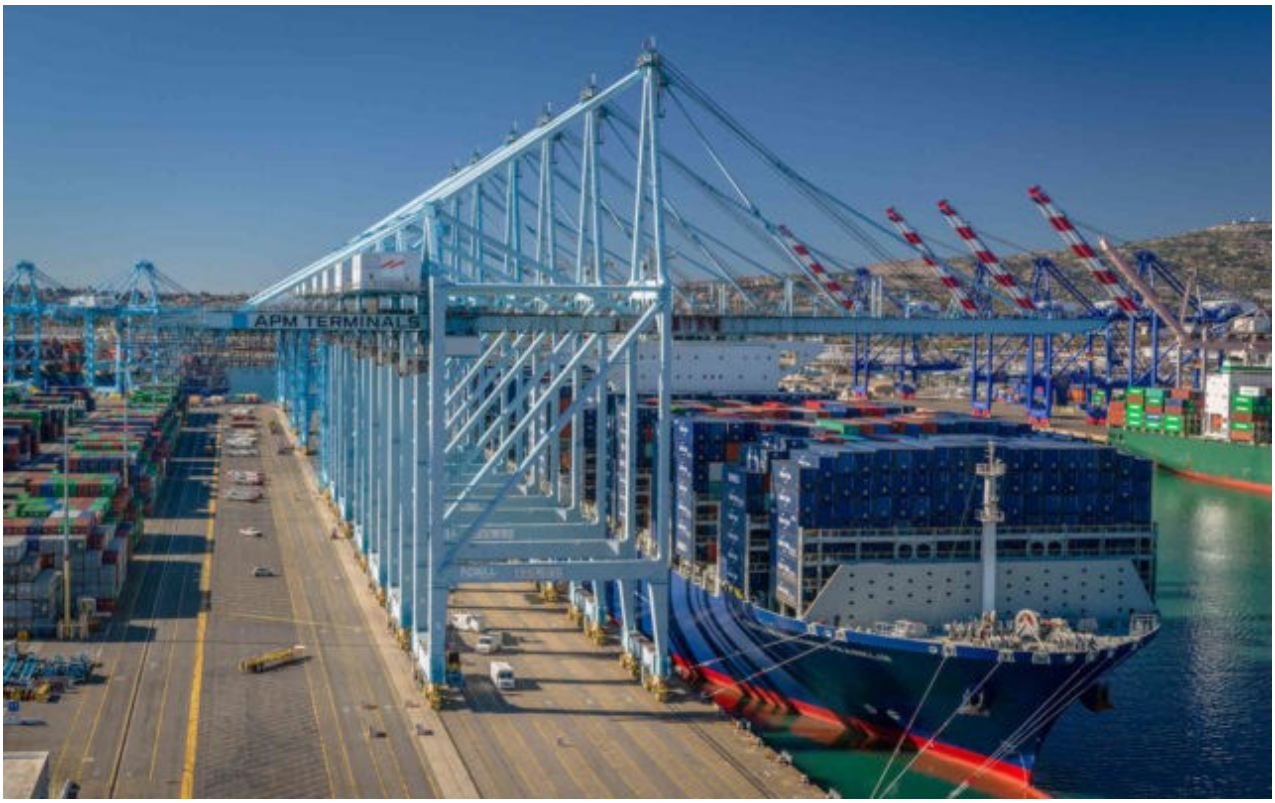
"From pivoting their business to be more relevant, to diverting and optimising their resources for operational efficiency, start-ups have stepped up to meet challenges and opportunities presented by this newly evolved environment.

"Through PIER71's Smart Port Challenge, we look forward to seeing more innovative minds making positive impact with technology in the maritime industry and playing a key role in our recovery from COVID-19."

Over 400 technology start-ups from Singapore, China, Japan, Denmark, Netherlands to US have participated in SPC to date, with 32 of them receiving grant funding of over $1.07 million (S$1.5 million) in total to develop and test-bed their solutions.

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COVID-19 PANDEMIC LEADS TO UNEXPECTED BENEFIT FOR APMT



"APM Terminals (APMT) has claimed the COVID-19 pandemic has brought unexpected benefits to its global terminal operating system (TOS) roll-out with remote working enabling better continuity and service. "

In a statement APMT said time saved travelling to and from work contributed to a "significant cost saving", as well as greater focus.

APMT is rolling out Navis N4 to all of its terminals globally, with the goal of having one standardised TOS by the end of 2021.

It had just begun implementing the new TOS at APMT Los Angeles when the pandemic forced its roll-out team to work remotely, describing the project as "business critical".

"The team had become comfortable with face-to-face communications and having the global team on site also puts the local team at ease," explained Patrick Heilig, responsible for the global TOS implementation team.

"Working remotely however, we realised that we could actually offer improved service and continuity. Because our global TOS team are located around the world in different time zones, we could offer support 24 hours per day.

"The team also had more working hours available as there was no time spent travelling to the location and adapting to local time zones. This also contributes to a significant cost saving."

The lack of face-to-face communication also focussed the team's communication efforts – something that according to Heilig is, "just as important as the project management and technical implementation. Managing the expectations of stakeholders is half the battle."

APMT said and that it would apply lessons learned during the lockdown period in all future upgrades and roll-outs, including the transitioning from Argos to Navis in its Spanish terminals.

"Major version upgrades are a great candidate for remote implementation as it requires a small amount of reconfiguration and limited training," says Heilig.

"For the Spanish terminals a much bigger transition is involved requiring extensive training. But we're now confident that there are large parts of the project that will now be implemented remotely."

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INTERNATIONAL COALITIONS CALL ON MARITIME INDUSTRY TO MAKE STRIDES ON DATA AND TRANSPARENCY



"International Cargo Handling Coordination Association (ICHCA) and other global maritime coalitions have called upon the industry to make progress on issues ranging from the harmonisation of data, emerging technologies and supply chain transparency. "

According to a statement, the ICHA has come together with International Association of Ports and Harbors (IAPH), BIMCO, the International Cargo Handling Coordination Association (ICHCA), the International Chamber of Shipping (ICS) and the International Harbour Masters' Association (IHMA).

Additionally, the International Maritime Pilots Association (IMPA), the International Port Community Systems Association (IPCSA), the International Ship Suppliers' Association (ISSA), the Federation of National Associations of Ship Brokers and Agents (FONASBA) and the PROTECT Group are also included.

In total, the parties' call to action concerns nine areas where the maritime industry could benefit, particularly as it recovers from the COVID-19 pandemic.

1. To assess the state of implementation of existing legislation meant to support transmission, receipt and response of information in ports and find ways of transitioning to full-fledged single windows.

2. To ensure harmonisation of data standards beyond the IMO FAL Convention to facilitate sharing of port and berth-related master data for just-in-time operation of ships. This, the parties say, can be achieved through use of the supply chain standards of the International Standardization Organization.

3. To strive for the introduction of Port Community Systems and secure data exchange platforms in the main ports of all Member States represented in the IMO.

4. To review existing IMO guidance on Maritime Cyber Risk Management on its ability to address cyber risks in ports, developing additional guidance where needed.

5. To raise awareness and promote best practices and standardisation on how port communities can apply emerging technologies such as artificial intelligence, advanced analytics, internet of things, digital twins, robotics process automation, autonomous systems, blockchain, virtual reality and augmented reality.

6. To facilitate the implementation of emerging technologies to improve the efficiency and safety of the port environment.

7. To develop a framework and roadmap to facilitate the implementation and operationalisation of digital port platforms where authorised port community service providers and users can share data under secure data sharing protocols, enabling these platforms to connect with hinterland supply chains as well.

8. To establish a coalition of willing stakeholders to improve transparency of the supply chain through collaboration and standardisation, starting with the long overdue introduction of the electronic bill of lading.

9. To set up a capacity building framework to support smaller, less developed, and understaffed port communities, not only with technical facilities but also with training of personnel. Quality data exchange requires a trained workforce with mid- and long-term perspectives to build, implement, support, and sometimes override technology.

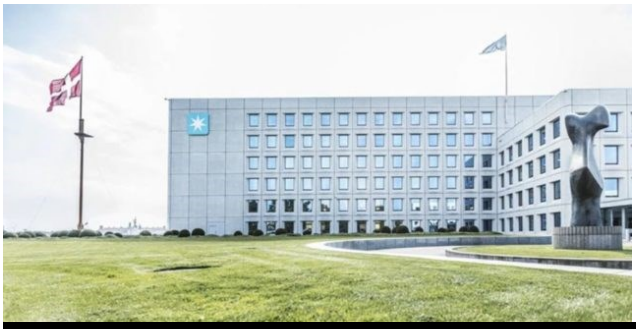
"Working on these priorities requires collaboration between maritime supply chain industry stakeholders and government," the parties said in a statement.

"Above all, it calls for inter-governmental collaboration as the acceleration of digitalisation will require change management at local, regional, and national levels.

"National trade facilitation committees implemented under the WTO Trade Facilitation Agreement could be an excellent instrument for member states and port authorities to drive the change."

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MAERSK MORE OPTIMISTIC FOR 2020 Q2



"A.P. Moeller-Maersk (Maersk) has increased its original volume forecast for the second quarter of 2020, suggesting it could drop by 15-18% instead of a previously predicted decline of 20-25%. "

In a statement, Maersk said it will still suspend releasing guidance on potential full-year earnings due to the uncertainty brought about by the COVID-19 pandemic.
However, it did suggest that, as well as its better than expected volume, it predicted its earnings before interest, taxes, depreciation and amortization (EBITDA) would be slightly higher than the $1.5 billion it made in the first quarter of 2020.
Søren Skou, CEO of A.P. Moller – Maersk had this to say: "Despite an expected 15-18 pct. drop in demand due to COVID-19 during the second quarter, I am pleased that we expect to deliver operating earnings slightly above our operating earnings in the first quarter.
"This also means we expect operating earnings to be higher than they were in the same quarter last year.
"We have been able to navigate well in a very difficult second quarter, adjusting capacity to demand to maintain high utilization of our network and managing our cost across the company.
"This quarter follows a first quarter where we also delivered year-on-year earnings growth despite 5 pct. lower demand and sharply increasing fuel cost as a result of the switch to low sulphur fuel on 1 January.
"While uncertainty persist because of the pandemic and low visibility on the recovery path, we benefit from a more resilient Ocean-business."
The pandemic has caused chaos across the shipping industry, with congestion at ports and increased blank sailings from carriers. The crash in volume has meant carriers have suspended guidance on full year earnings for 2020, with Hapag-Lloyd being the exception.

porttechnology.org

ALIBABA JOINS BLOCKCHAIN BILL OF LADING PROJECT



"Chinese e-commerce and technology group Alibaba has signed up to the International Port Community Systems Association's (IPCSA) Blockchain Bill of Lading initiative and embarked on a new blockchain project in the organizations' joint Logistics Visibility Task Force."

The joint work is aiming at standardisation and proof-of-concept (POC) of blockchain application in logistics and e-commerce.
The IPCSA Blockchain Bill of Lading initiative is being led by an IPCSA member, Israel Ports Company, which operates the Israeli Ports Community System (IPCS).
Already in 2020, Israel Ports Company has run a number of successful pilots using Blockchain technology for transferring electronic Bills of Lading.
Some pilots involved the shipment of a cargo via ZIM Shipping Company from Israel to Ukraine, where IPCSA member PPL 33-35 operates that country's Port Community System. The exporter was Adama Israel, with shipments to Adama Ukraine, with the help of customs agents Damco (Israel) and Rem-trans (Ukraine).
Zhu (Judy) Hongu, head of the standardisation department of Alibaba Group, said: "Alibaba and IPCSA have been working closely together for the past two years. In October 2018, in collaboration with LOGINK (China's national logistics information shared network), we set up a global intelligent logistics network, named the Logistics Visibility Task Force.
"In its work to develop global smart supply chains, the Task Force has focused on the development of track and trace solutions and the use of ISO standards. Following on from this work, Alibaba has signed up to the IPCSA Blockchain Bill of Lading initiative, effectively making this a second workstream of the Task Force."
Gu Xuemei, Alibaba Cainiao Network CTO, said: "The use of Blockchain in transferring an electronic Bill of Lading is expected to deliver significant savings in time and money to all participants in the supply chain, while maintaining a high level of information security and preventing forgeries.
"In addition, Alibaba Cainiao Network hopes to cooperate with industry chain partners to build global blockchain application standards for logistics and ecommerce."
Explaining the benefits of using blockchain for Bills of Lading Richard Morton, secretary general of IPCSA, said: "Blockchain is transferring an asset and there is huge value in linking the consignment to the information that Port Community Systems hold.
"This can match the Bill of Lading to any 'event' during the movement of the cargo – for example, that the cargo has been loaded on the ship, arrived at port, been unloaded, been cleared by customs, or exited the gate. By matching these events to the Bill of Lading, the solution gives much-needed information and flexibility.
"There are multiple parties involved in this process – shippers, shipping lines, importers, banks, forwarders, agents, and so on. By matching information in this way, nodes can be added to the Blockchain relevant to specific partners."
He added: "Standardised and structured data is the key to making this work. We recognise that this is a journey. Getting people to use structured data – especially small and medium-sized companies – is a challenge. The IPCSA Bill of Lading will also accept adding PDF and JPG documents in the first version, but ultimately it will be entirely based on Blockchain structured data."
IPCSA also welcomes the recent Digital Container Shipping Association (DCSA) initiative to help standardise the Bill of Lading, which will help in the acceptance of an eBill of Lading.
porttechnology.org

ALSTOM AND SNAM PARTNER TO INTRODUCE HYDROGEN TRAINS IN ITALY



"ALSTOM has signed a five-year agreement with energy infrastructure company Snam to develop hydrogen trains in Italy."

Following a feasibility study due to be completed in the autumn, the companies will launch a project by the start of 2021 to develop hydrogen-powered trains and the associated infrastructure, along with management and maintenance services.

As part of the agreement, Alstom will manufacture and maintain either newly-built or converted hydrogen trains, while Snam will develop the infrastructure required for hydrogen production, transport and refuelling.

The cooperation stems from both companies commitment to develop hydrogen solutions.

Alstom launched the Coradia iLint in September 2018, the world's first hydrogen-powered passenger train in Lower Saxony, Germany. Snam is one of the first companies in the world to experiment with a 10% hydrogen injection into the natural gas transport network. The natural gas supplier was originally a subsidiary of Italian energy company Eni, but became a public company listed on the Italian Stock Exchange in 2001.

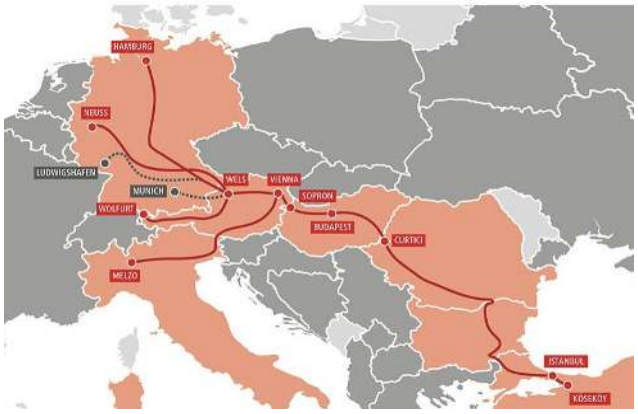
"This move is a further contribution to the decarbonisation of transport and to the development of hydrogen economy in Italy," says Snam CEO, Mr Marco Alverà. "Hydrogen produced from renewables will become competitive with fossil fuels in a few years and will play a key role in the energy transition, particularly in industry, heating and heavy transport. It will be a pillar of the European Green New Deal and post-Covid investments.

"Snam is investing and innovating to make its network compatible with hydrogen, to encourage the development of new technologies and create an Italian supply chain. Our country has the opportunity to be among the world leaders in the sector, reaping the environmental and economic benefits of this climate leadership."

"We believe in hydrogen," says Mr Michele Viale, managing director of Alstom Italy and Switzerland. "This is the reason why we have signed a partnership with Snam. We hope that Coradia iLint hydrogen trains will soon become a reality in Italy, too. Thanks to a partner like Snam we will be able to respond to the market by offering a full-fledged solution."

railjournal.com

RAIL CARGO GROUP LAUNCHES NEW CHINA CONNECTIONS VIA TURKEY TO EUROPE



Rail Cargo Group (RCG) already operates several regular intermodal train connections between Europe and Asia via the regular route of the New Silk Road. By connecting two European destinations to Turkey, it expand the possibilities of the Middle Corridor, which runs via Georgia and Azerbaijan, crossing the Caspian Sea to Kazakhstan.

The TransFERs

The TransFER Curtici–Istanbul provides a direct connection of one round trip per week from the Romanian terminal to Halkali, the most important international freight terminal in Turkey. This new TransFER connects the economic regions of Turkey and Romania with a transit time of 66 hours.

The TransFER Budapest–Köseköy connects the Asian part of Turkey with Europe – with a transit time of just under five days.

With this weekly round trip, RCG is expanding its network and logistics services between Asia and Hungary together with its partners TCDD and Pasifik Eurasia.

"This extension to the RCG network provides improved connections to economic hubs across the entire Eurasian region", the rail freight operator said. "The chance to link Anatolia and Central Asia / China means that all of Western Europe's economic centres are also connected via the logistics hub of Budapest. This in turn means the entire Eurasian region can tap into the RCG network."

Mamaray Tunnel

In Turkey, the trains run through the Mamaray Tunnel underneath the Bosporus – the strait between Europe and Asia. This tunnel was previously only open to passenger trains, but was opened for freight traffic in October last year. This decreased transit times on the Middle Corridor significantly, as the train journey from Baku to Europe can now be carried out without a single stop.

The Mamaray Tunnel plays a key role in this non-stop connection", says RCG. "Freight trains on this route use it to provide a seamless underground connection between the Asian and European parts of Turkey. The first intermodal block train for one of our customers loaded with 36×45-foot containers of white goods as well as car spare parts travelled non-stop through the tunnel on its way from Arifiye in Turkey to Sopron in Hungary. This proves that rail transport is not only efficient but above all competitive and is becoming an increasingly attractive mode of transport."

railfreight.com

OVER 42% MORE SECURE PARKING PLACES



"The Transported Asset Protection Association's (TAPA) programme to reduce cargo thefts and increase supply chain resilience in the Europe, Middle East and Africa (EMEA) region has a new partner: Bosch Secure Truck Parking, a digital booking platform for truck parking spaces in Europe. The partnership is contributing to a 42.9% growth in the Association's database of secure parking places in the last 12 months."

Designed by its Manufacturer and Logistics Service Provider members, TAPA's Parking Security requirement (PSR) industry standard was launched in 2019 to help the Association's members identify secure parking places in the region which met their security needs. Product losses from vehicles left in unsecured parking locations accounted for 53.8% of the 8,548 cargo thefts recorded by TAPA's Incident Information Service (IIS) last year. Crimes were recorded in 48 countries across the region, with a value of more than £137 million for the 39.1% of these incidents sharing financial data.

TAPA's PSR programme now covers over 6,700 secure parking places at 63 sites in Austria, Belgium, France, Germany, the Netherlands, Romania, Russia, Slovakia, South Africa, Spain and the United Kingdom. TAPA hopes to increase this number to 15,000 by the end of 2020 to help meet growing demand. According to estimates, Europe alone has a shortage of 400,000 secure parking spaces for trucks.

Bosch Secure Truck Parking operates a network of around 50 secure truck parking locations across Europe in Austria, Belgium, France, Germany, Luxembourg and the Netherlands. New sites in Romania and Sweden will be added soon. Under its commitment to TAPA's PSR, the first two sites in Germany have already adopted Partner status. As well as its online portal for secure parking, Bosch operates one of Europe's largest monitoring centres for cargo theft prevention as part of its portfolio of solutions, which also include video cameras with intelligent video analytics.

Dr. Jan-Philipp Weers, Head of Bosch Secure Truck Parking, said: "We appreciate the TAPA initiative to define an industry standard for secure parking. TAPA is an authority for securing supply chains. Parking places so far were a blind spot but TAPA has now closed the gap with the introduction of its PSR programme. TAPA's 20 years of offering sustainable industry standards for facilities and trucking, as well as its broad supply chain resilience focus, gives us confidence in its PSR Standard and we expect more of our secure parking locations to join the programme."

"Bosch Secure Truck Parking joins many other professional Parking Place Operators (PPOs) which are supporting TAPA's PSR. The growth of this initiative is very good news for manufacturers and their logistics partners because the lack of secure parking for commercial vehicles operating in supply chains across EMEA is the biggest single contributor to rising cargo crime. Based on losses reported to TAPA, cargo thefts more than doubled in 2019 to a 23-year high. We still have a long way to go to meet the level of demand for secure truck parking, but it is already clear that both buyers and operators see TAPA's industry standard as the solution they want to support. We are delighted to welcome Bosch as our latest Partner and look forward to growing their participation in our PSR programme," added Thorsten Neumann, President & CEO of TAPA EMEA.

By integrating its unique incident information and secure parking databases, TAPA members have access to a digital supply chain resilience tool which identifies cargo crimes on specific transport routings across EMEA to support risk assessment and loss prevention as well as a listing of the nearest TAPA-approved secure parking locations to ensure drivers, vehicles and high value, theft targeted loads remain safe during mandatory rest breaks. This includes a quick and easy guide to the site's facilities and booking information.

cargonewswire.com

TRUCKING TRENDS: PRODUCE SEASON COMING JUST IN TIME FOR TRUCKERS



This spring the COVID-19 crisis put trucking companies on a path to success that resembles a double-black-diamond ski slope. Not only has the virus created working conditions that are potentially dangerous for a truck driver's health, truckload volumes spiked in mid-March and then plunged while stay-at-home orders persisted and much of the economy shut down.

The DAT Truckload Volume Index, a measure of dry van, refrigerated, and flatbed loads moved by truckload carriers, fell 19 percent in April compared to March and was down 8 percent year over year.

With so much of the manufacturing supply chain shut down during March and April, capacity from contract carriers shifted to the load boards. The April load-to-truck ratio for van freight averaged 1.0 nationally, the lowest since February 2016. For three weeks in April the ratio was actually less than 1.0, meaning there were more available trucks than freight on the spot market. Van spot rates averaged $1.63 per mile nationally last month, 23 cents lower compared to March and off 17 cents versus April 2019.
Some truckers parked their equipment to wait for better conditions.

Finally, there are signs that volumes are building again, with much of this activity related to fresh fruits and vegetables and temperature-controlled freight. Here are three things to watch in the coming weeks:

1. Fruits and vegetables are on the move

The U.S. grows about 70 percent of the food consumed in this country, and the next highest supply comes from Mexico via gateways in Texas, Arizona, and California. After seeing volumes of refrigerated freight increase in isolated border-crossing markets in late April, the number of loads moved during the week of May 4-11 increased on 49 of the top 72 reefer lanes monitored by DAT compared to the previous week. The average spot rate was higher on 36 of those lanes.

The good news is that reefer volumes are gaining like they're supposed to during May. The bad news is that they're starting from exceptionally low levels and have a long way to go.

2. Food supply chains are adjusting

With restaurants and other commercial kitchen closed or severely limited in their operations, foodservice companies are trying mightily to maintain their supply chains by promoting take-out services and transitioning into becoming retail grocery suppliers. This isn't as easy as making a sale. The types of products and size of the packaging on the commercial and wholesale market often isn't suitable for individuals buying groceries. But the foodservice supply chain is adapting.

3. Crucial weeks ahead

The next two to four weeks are crucial for small carriers and independent operators, which provide vital capacity for fruit and vegetable producers. If many can't financially survive deeper into produce season, or rates are too low to operate, or crop yields are poor, the impact on the ag and food supply chains could be significant.

These small trucking operators have few places to turn for relief from low volumes.

A drastic reduction in manufacturing, oilfield activity, and construction has contributed to a deep decrease in the national load-to-truck ratio for flatbeds, down from 21.8 in March to just 5.3 last month, an all-time low. The national average flatbed spot rate was $1.93 per mile, 26 cents less than March and the lowest since January 2017.

Carriers of dry-van retail goods are facing double-digit year-over-year declines in import traffic this spring and summer. According to the National Retail Federation, U.S. ports handled 1.37 million TEU in March, the latest month for which after-the-fact numbers are available. That was the lowest volume since 1.34 million TEU in March 2016, down 9.1 percent from this February and down 14.8 percent year-over-year.

For now, any uptick in reefer volumes is a welcome sight. I'm treating these trends with cautious optimism, understanding that the forces driving the market are very fragile and largely depending on how successful states are with their reopening plans. In the meantime, be safe and stay healthy.

Ken Adamo is the chief of analytics at DAT Solutions, which operates the largest load board network for truckload freight and provides forecasting and other market intelligence to the transportation industry. For more analysis about the impact of COVID-19 on truckload freight, visit dat.com/industry-trends/covid-19.

cargobusinessnews.com

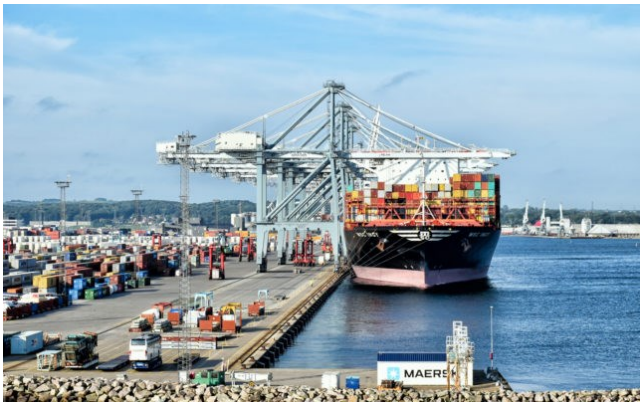
VALENCIA TO BUILD ELECTRICITY SUBSTATION AS PART OF ZERO-EMISSION PROJECT



"Port Authority of Valencia (PAV) and the Valenciaport Foundation have announced it will build an electricity substation as part of its goal to achieve zero-emission operations by 2030."

In a statement, Valenciaport said the plan was part of a wider project to make the Port of Valencia and the nearby ports of Sagunto and Gandia carbon-free by using renewable energies, including wind and hydrogen.
Ships will be able to stop their engines and plug into the substation, therefore cutting the emission of gases and level of noise, utilizing a resource known as 'shore power'.
The port will build two transformers of 30 megawatts to allow ships to connect to the electrical network and recharge their systems. Shore power has become an increasingly important tool for ports looking to lower emissions, with many seeing it as key to their long term sustainability targets.
"These actions involve a firm and decisive commitment to the implementation of renewable energies with investments in wind and photovoltaic energy or the construction of a new electricity substation", said Federico Torres, director of the PAV's Environment, Safety and Installations Area.
Speaking at a video conference to Spanish business leaders, Torres detailed further plans to install 3,000 solar panels in the Ports of Valencia and Gandia.
Additionally, he confirmed plans to install a wind power plant that includes between 5 and 7 wind turbines. These investments are in addition to the plans for supplying LNG to ships or the use of hydrogen in port installations and machinery within the framework of the H2Ports project.
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MSC AND SOUTH POLE TO ROLL OUT CARBON NEUTRAL STRATEGY



"The MSC Mediterranean Shipping Company (MSC) is extending the MSC Carbon Neutral Programme worldwide after successfully implementing it in several selected countries."

According to a statement, MSC, the second biggest container shipping line in the world, has rolled out its initiative with climate solutions provider South Pole since early 2019. It now plans to roll out its entire strategy by the end of 2020.
The carrier says the strategic approach to sustainability and massive investment in reducing emissions across its fleet. It recently completed the launch of the largest class of container ships which produce the lowest CO_2 emissions per container carried by design – MSC's Gülsün Class.
As part of the Carbon Neutral Programme, MSC customers can compensate the emissions from the transportation of their cargo by financially contributing to two selected projects that reduce emissions.
South Pole cancels the same amount of carbon credits generated by these projects, which are audited and third-party certified according to the most stringent international standards, the Verified Carbon Standard (Verra), the Climate, Community and Biodiversity Standards and the Social Carbon
Furthermore, MSC is actively exploring and trialling a range of alternative fuel and propulsion technologies to support the container shipping industry's long-term goals to decarbonise.
"In addition to running the biggest fleet investment programme in the industry, MSC has ensured that customers have an option to compensate CO_2 emissions through the global MSC Carbon Neutral Programme", according to Claudio Bozzo, Chief Operating Officer, MSC.
"We have partnered with Soth Pole, a leading, certified third party to extend the MSC Carbon Neutral Programme and help bridge the gap between shipping today and the zero-carbon future we all aspire to."
MSC claims it was the first major shipping line in 2019 to offer an option to fully compensate the unavoidable carbon emissions caused by the transport of their cargo through supporting climate protection projects managed by South Pole.
The climate action projects developed by South Pole deliver measurable benefits aligned with the goals of the Paris Agreement and the UN Sustainable Development Goals..
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MAJOR PORTS PUT FORWARD STEPS FOR A ENVIRONMENTALLY -FRIENDLY INDUSTRY



"The World Ports Climate Action Program (WPCAP), the Port of Rotterdam's initiative to make the port industry more environmentally-friendly has agreed on five points to increase sustainability. ."

In a statement, the Port of Rotterdam Authority said the points ranged from Just-in-Time (JIT) operations and increasing collaboration between ports and terminal operators.

Discover the Port of Rotterdam's solutions for ports and terminal bi visiting its AIS portal

They were reached during a video conference between the CEOs of 11 WPCAP participants. A recurring theme was ports' desire to take control over their own destiny instead of waiting for institutions to introduce adjusted rules and regulations.
The WPCAP CEO's adopted five agreements summarized as follows:
Speed optimisation. JIT and enhanced planning on routing and turn-around time in ports are important steps can prevent emissions and the amount of time vessels spend at ports.
Power-to-ship (shore power). This has the clear potential to enhance air quality whilst reducing to emissions in the port as ships can switch off their own power generation and make use of, preferably, green energy infrastructure supplied by port and terminal organisations.
Alternative fuels. The WPCAP CEOs have agreed to facilitate the launch of pilot projects in 2021 on new sustainable low carbon marine fuels in their ports that will directly benefit deep-sea/ocean-going vessels.

Collaboration with terminal operators on data sharing. The WPCAP will intensify working relations with terminal operators in their ports in order to introduce equipment demonstration and build a database for information sharing. There also was a strong plea to increase involvement of terminal operators in WPCAP actions.

Policy coordination. Many ports around the world are using policy instruments to stimulate emission reductions in the maritime industry, such as incentives, pricing policies and regulations. The WPCAP CEOs concluded that increased coordination and further development of those efforts – taking in mind guiding principles of competition law – could strengthen efficiency, effectiveness, transparency and accountability of those instruments.

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SINGAPORE LAUNCHES MARITIME DIGITALIZATION PLAYBOOK



The MDP aims to support maritime companies in accelerating their digitalisation plans as the economy reboots and enters a new normal post-COVID-19.

This was announced by Senior Minister of State for Transport and Health, Dr Lam Pin Min, at the "Accelerating Digitalisation, Building Resilience" webinar on 19 June.

Lam said in his opening remarks, "This pandemic has accelerated digitalisation, regardless whether you are a multinational company or a local SME.

"The Playbook will serve as a guide to help maritime companies uncover opportunities in digital transformation. Our hope is that no matter where you are in your digitalisation journey, the Playbook will help support your vision and development of concrete digitalisation plans to improve the competitiveness and productivity of your company."

The MDP incorporates key findings from the IMDA-commissioned 2020 Digital Acceleration Index (DAI) survey for the sea transport sector, where over 200 maritime organisations submitted a self-assessment of their digital maturity.

This has enabled MPA to establish the state of digitalisation of subsectors such as the shipping line, ship management, ship agency and harbour craft. To help maritime companies chart out their digitalisation and innovation journey holistically, MPA partnered SSA and IMDA to develop the MDP as part of Sea Transport Industry Transformation Map efforts.

The MDP will help maritime companies, in particular small and medium enterprises (SMEs), to formulate their digitalisation roadmaps, guide execution and benefit from maritime digital platforms covering port clearances and services, trade documentation and trade operations and financing.

The MDP supports Maritime Singapore's broader efforts in digitalisation. It complements the Sea Transport Industry Digital Plan launched in 2019. Companies can also apply for co-funding from MPA's Maritime Cluster Fund – Productivity Development (MCF-PD) to develop their digitalisation solutions.

"SSA initiated the co-development of the Maritime Digitalisation Playbook with MPA and IMDA as both parties saw the need to provide a practical guide to help maritime companies develop or retool their digitalisation capabilities to grapple with the fast-changing anomalous world," said Caroline Yang, President, SSA.

Tan Kiat How, Chief Executive, IMDA, added "The Maritime Digitalisation Playbook helps maritime companies to understand the digital gaps in the industry and how they can use technologies to close these gaps. The Playbook also includes the various government schemes to support the companies in their digitalisation efforts.

"Together with the Industry Digital Plans, which are part of the SMEs Go Digital programme, these will give companies a wider range of potential solutions to adopt. Collectively, they will enable our maritime ecosystem to integrate with a rapidly evolving digital economy.".

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SUPPLY CHAIN VISIBILITY PLATFORM



"One Network Enterprises and TruckerCloud have announced the availability of a new joint TMS platform solution which provides real-time visibility into their entire supply chain."

According to a statement, the platform allows customers to access continuous status updates at every point in the transportation journey. The companies say this opens up opportunities that were not possible before to compute highly accurate ETAs in real-time, predict delays in delivery, and optimize the response.

With this information, movements can be more rapidly rerouted in transit to reduce the impacts on customers and maintain high service levels.

"Customers of One Network who are using Supply Chain Control Tower capabilities can accurately and consistently view the location of their trucks, which helps to reduce check calls by up to 75 percent and decrease charges related to early or late arrivals," said Asir Justifus, Founder of TruckerCloud.

"We are thrilled to be partnering with One Network in optimizing the entire global supply chain network so customers can operate with greater visibility into ground transportation, and respond in real-time to be more successful."

One Network offers a complete solution for autonomous supply chain management from inbound supply to outbound order fulfillment and logistics, including transportation management system (TMS) solutions and dock scheduling.

TruckerCloud's vendor- and device-agnostic, ELD-based visibility gateway comes with permissions-based onboarding capabilities. The cloud-based integration platform provides real-time freight visibility to the supply chain industry with a focus on truck data.

"TruckerCloud's real-time visibility helps customers derive enormous value when combined with One Network's NEO intelligent agents for predictive ETA's and optimal decision making," said Johann van der Westhuizen, VP Strategic Business Development at One Network Enterprises.

"More than just transportation, our joint solution helps companies identify the impact on orders and customers. Beyond vehicle or container info, our solution provides actual order and item-level details, so unlike basic tracking solutions, companies can fully understand the true impact of delays on customers and the business."

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PSA AND ONE NETWORK ENTERPRISES LAUNCH SUPPLY CHAIN PARTNERSHIP PLATFORM



"One Network Enterprises (ONE) and PSA Cargo Solutions, a unit of PSA International (PSA), have launched a strategic partnership to expand services for global terminal operations and logistics."

In a joint statement, the two parties said ONE's platform will further expand the capabilities of PSA's Lead Logistics Provider (LLP) service for global third party logistics providers (3PL), including ocean and land end-to-end (e2e) services for global logistics and port-based warehousing.

"PSA is a leader in global terminal operations and logistics with a vision for real-time global supply networks that matches our own," said Bruce Jacquemard, Chief Revenue Officer at One Network Enterprises.

"Combining the unique capabilities of the One Network platform with PSA's services in global logistics and port-based warehousing will be game changing in the maritime supply chain world and will unlock enormous business value for customers.

"Together, we'll be able to deliver real-time visibility and cost-optimized decision making for customers that is unparalleled."

"We are pleased to be partnering with One Network Enterprises in this strategic relationship to enhance the value that PSA Cargo Solutions can offer," said Ms. Ghim Siew Ho, Head Group Commercial, Strategy and Cargo Solutions, PSA International.

""As a global terminal operator, PSA sits at key nodal points of the supply chain. Our vision is to connect the supply chain communities and empower them with the ability to move their goods with greater intelligence, agility and resilience.

" By augmenting PSA's current physical and digital capabilities with ONE's leading network technology, we believe we can amplify the functionalities of our CALISTA™ platform to the benefit of our supply chain stakeholders."

The joint solution will provide full capability for track-and-trace visibility, alerts and notifications, and a comprehensive supply chain control tower, including mobile apps, handling thousands of bookings per month over nearly 100 global transportation lanes across Asia and the EU.

In addition, the system will also optimize transport, planning and routing for local and cross-border distribution including optimization of alternative of transportation modes.

In the future, the joint solution will also provide a platform for additional supply chain business process outsourcing (BPO) services provided by PSA for shippers.

One Network's NEO platform offers a complete solution for autonomous supply chain management from inbound supply to outbound order fulfillment and logistics, including cross border and regional transportation management system (TMS) solutions.

One Network's realtime network spans both planning and execution, with machine learning and intelligent agent technology to enable optimization of the multi-tier supply network, along with rapid identification of exceptions and autonomous resolution."

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MAERSK COMMITS FLEET TO GLOBAL DATA RESEARCH PROJECT



"A.P. Moeller – Maersk (Maersk) has announced that its entire fleet of vessels will participate in the global Voluntary Observing Ship (VOS) programme, an initiative to research global weather patterns and climate change."

In a statement, Maersk said it already has many vessels contributing to the VOS programme, it plans to commit all of them by the end of 2020.

The data they will record will help meteorologists create more accurate weather and storm forecasts, and also in the creation of atmosphere-ocean models what will help scientists better understand climate change.

"As a global container logistics company, our vessels form a vital role in keeping supply chains moving safely and timely," said Aslak Ross, Maersk's Head of Marine Standards.

"Helping weather forecasting and climate science advance makes great sense to us, since both of these areas affect our operations in various ways."

While scientists have been collecting and sharing weather and ocean condition observations for over 150 years around the world, technological advances have significantly increased the amount of information which can be shared.

A typical VOS records and transmits observations manually, with a vessel crewmember reading data from instruments onboard the ship, or in some cases through automated weather stations (AWS). The data is then sent to the various National Meteorological Services for use in weather prediction models and to monitor actual conditions at sea.

To obtain more data with higher precision, the first five Maersk vessels participating in the VOS program are equipped with a more advanced type of AWS, called the European Common Automatic Weather Station (EUCAWS).

The EUCAWS system automatically collects data on atmospheric pressure, air temperature and relative humidity and transmits them hourly to designated research stations. By the end of 2020, a total of 50 such stations are planned to be operational on Maersk vessels, providing the largest fleet of AWS from a single company.

While over 3000 ships are involved in the VOS program, overall participation has declined in recent years due to the reduction in the global commercial fleet's financial and crew resources.

New technologies such as AWS and electronic logbooks, however, have led to an increase in the quantity and quality of observations from each vessel. As the world's largest container ship fleet operator, Maersk will be making a significant contribution to improving the amount and quality of data available to the study.

"Climate change is one of the biggest challenges facing the global community, impacting our business as well as the societies and customers we serve and partner with in enabling trade," Ross continued.

"We have an ambitious strategy to decarbonize our fleet of vessels by 2050 and as we execute this plan, we are proud to have our vessels and crews help researchers in gaining a better understanding of this key global challenge."

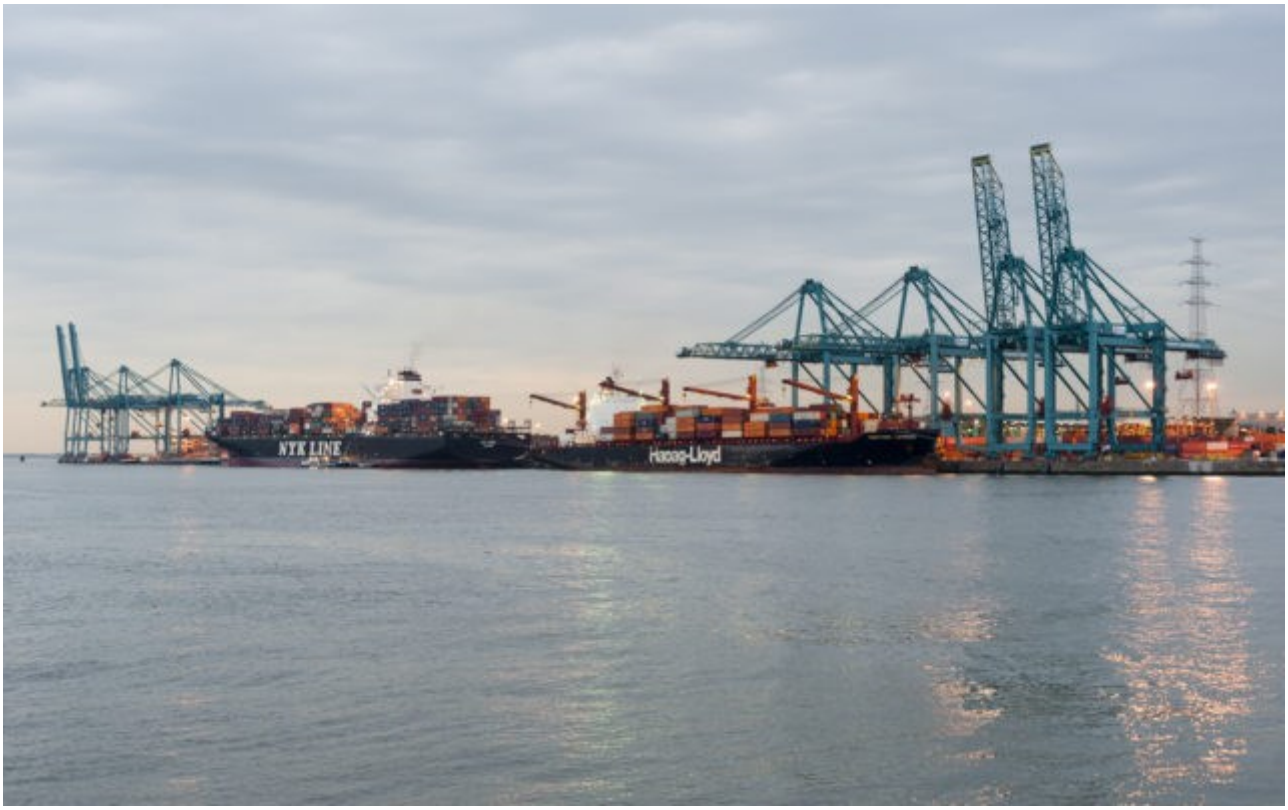
In the United States, Maersk has worked actively with the VOS sponsor, the U.S. National Oceanic and Atmospheric Administration (NOAA), on a variety of environmental programs. These have included testing air quality and vessel stack emissions and whale protection programs on both coasts.

"We are pleased to be able to expand our long-term work with NOAA to help gather high quality data to improve understanding of global weather and climate conditions.

"This complements our work here in the US with NOAA on air quality, vessel emissions and protecting endangered whales," said Maersk North America's Director of Environment and Sustainability, Lee Kindberg..

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ANTWERP UNVEILS MAJOR SUPPLY CHAIN COLLABORATION PROJECT



"The Port of Antwerp has launched the ePICenter, a project meant to research and develop solutions to global supply chain challenges."

In a statement, the port said it will join with 36 partners to look for ways to "enable seamless transport of goods" and will focus particularly on the operational opportunities offered by Industry 4.0, hyperloop and autonomous vehicles.

The project is funded by the European Horizon 2020 programme and has a timeframe of 42 months. It will see technology innovators and environmental experts to collaborate on increasing efficiency and sustainability.

Port of Antwerp, as a coordinator of the ePIcenter, will host one of the large scale demonstrations. The 'Link of the Future' demonstration will focus on implementing the various ePIcenter innovations in one of Europe's largest multimodal transport hubs, as well as realising the first transcontinental cyber secure trade lane.

Furthermore, Port of Antwerp says its international network will create possibilities for valuable worldwide knowledge sharing and further improvement of the tools developed in the project.

Erwin Verstraelen, Chief digital and innovation officer, Port of Antwerp had this to say: "We are very enthusiastic about kicking off the ePIcenter project, which will allow us to create a transcontinental, integrated and transparant freight corridor by leveraging existing and promising technologies, frameworks and data standards.

"Port of Antwerp and Port of Montreal, both important nodes in the global supply chain, will act as catalyst for symbiosis amongst the different stakeholders."

Annick De Ridder, vice mayor of the Port of Antwerp also commented: "The future of our port and its prosperity goes hand in hand with the power of innovation.

"We are proud to play a pioneering role and to serve as a laboratory for innovation. Today more than ever it is important to make our global supply chain more resilient to an evolving and volatile world with a variety of challenges."

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ECSA CALLS FOR URGENT ACTION FOR BREXIT NEGOTIATIONS



"The European Community Shipowners' Associations (ECSA) has expressed concern for the looming end of the UK's Brexit negotiations and has called for all parties to avoid a no deal at all costs."

Following the plenary vote in the European Parliament on 19 June on the recommendations on the future EU-UK relations, ECSA reiterates the position of the European shipping industry and calls for urgent action regarding the avoidance of a no-deal scenario.

The association has stated that shipping and the fluidity of EU-UK trade depends on a comprehensive agreement and one which should be concluded rapidly.

"ECSA expresses deep concern for the looming end of the negotiation period and the reported lack of progress in the discussions so far," commented Martin Dorsman, ECSA's Secretary General.

"The recent talks between the EU and the UK did not produce the much-awaited results. We hope the agreement at the High Level meeting last Monday [8 June] for an accelerated pace of the negotiations will finally deliver the needed progress and fully welcome today's vote at the European Parliament that recommends a comprehensive agreement that includes the fundamental concerns of the European shipping industry."

This forthcoming free trade agreement (FTA) should necessarily include maritime transport as the sector is key to ensuring that close EU-UK trade relations can be de facto carried out.

The FTA should also cover other elements of the shipping industry including reciprocal market access for international transport, cabotage and offshore markets.

The ECSA also says the FTA should also include fluidity of trade, free movement of seafarers and onshore workers, as well as passengers and a level playing field in the fiscal, environmental, social and other regulatory measures.

Simultaneously, ECSA is calling for a strong EU-UK maritime dialogue as a platform to discuss common approaches to shipping policies, as well as with regard to the global policy framework of the IMO, the OECD, the ILO and the WTO.

"The industry is adamant that a hard or no-deal scenario in January 2021 is to be avoided at all costs. Should an FTA not be achievable within such a limited timeframe, both sides should already look for pragmatic and flexible solutions to support businesses and the smooth continuation of trade, with as few barriers at the EU and UK sea borders as possible," concluded Dorsman.

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STATE AID: COMMISSION APPROVES ITALIAN TAX MEASURES FOR MARITIME TRANSPORT



The European Commission has approved under EU State aid rules the prolongation until end 2023 of various Italian support measures for maritime transport under Italy's "International Registry" scheme. The scheme encourages shipping companies to register their ships in Europe and so ensure higher social, environmental and safety standards.

Italy has also committed to a number of changes to its scheme to avoid undue competition distortion as well as to prevent any discrimination between shipping companies and registries of different European Economic Area (EEA) States.

Under the "International Registry" scheme, shipping companies are granted a corporate tax reduction and other benefits. Following the changes to which Italy has committed, the special corporate tax reduction for shipping companies will be applied to a shipping company's:

- **core revenues** from shipping activities, such as cargo and passenger transport;
- certain **ancillary revenues** that are closely connected to shipping activities (capped at a maximum of 50% of a ship's operating revenues);
- revenues from **towage** and **dredging**, subject to certain conditions; and
- **bareboat charter-out** and **time and/or voyage charter-in** activities, subject to a number of conditions.

The Italian measure, as amended and approved today, requires that if a shipping company wants to benefit from the "International Registry" regime, at least a large part of its fleet flies the flag of an EU or EEA State.

In this respect, the Italian authorities have committed to extend the benefits of the scheme to **all** eligible ships that fly an EEA flag. This will prevent any discrimination between shipping companies and registries of different EEA States and preserve internal market rules on freedom of establishment.

The Commission assessed the amended measures under EU State aid rules, in particular its Guidelines on State aid to maritime transport. It concluded that, in light of commitments to which Italy will have to comply within seven months from the adoption of the Commission decision, the Italian scheme is in line with EU State aid rules.

In particular, the scheme will contribute to the competitiveness of the EU maritime transport sector and encourage ship registration in Europe, while at the same time preserving Europe's high social, environmental and safety standards and ensuring a level playing field.

On this basis, the Commission approved the Italian scheme and its prolongation until 2023 under EU State aid rules.

Background

To address the risk of flagging out and relocation of shipping companies to low-tax countries outside of the EU, the Commission's 2004 Guidelines on State aid to maritime transport allow Member States to adopt measures that improve the fiscal climate for shipping companies. Only companies that are active in maritime transport (defined as the transport of goods and persons by sea) are eligible for measures under the Maritime Guidelines.

The most prominent of such measures is tonnage tax, whereby shipping companies can apply to be taxed based on a notional profit or the tonnage they operate, instead of being taxed under the normal corporate tax system. This can reduce the overall level of taxes paid and increase their predictability for the companies. Under seafarer schemes, labour costs (i.e. income tax and social security contributions) for seafarers employed on board vessels flying the flag of EU or European Economic Area (EEA) Member State may be partly or totally reduced.

In its application of the Maritime Guidelines, the Commission is determined to ensure consistency and equal treatment of shipping companies throughout the EU whilst at the same time making sure that any beneficial tonnage tax and seafarer schemes do not contravene internal market rules. The Commission ensures in particular that there is no spill-over of the favourable tax treatment of shipping companies into other sectors unrelated to maritime transport, that there is no discrimination against other EU or EEA State registries and that the aid does not exceed the ceiling set out in the Maritime Guidelines.

The Commission's most recent decisions concern the Estonian tonnage tax and seafarer scheme (Case SA.53469), the prolongation of the Cyprus tonnage tax and seafarer scheme (Case SA.51809), the prolongation of the Danish seafarer scheme (Case SA.52069), and the extension of the Belgian seafarer scheme (Case SA.56475).

The non-confidential version of the decision will be published under the case numbers SA.48260 in the State aid register on the Commission's competition website once any confidentiality issues have been resolved. The State Aid Weekly e-News lists new publications of state aid decisions on the internet and in the EU Official Journal.

ec.europa.eu

INTERNATIONAL TRADE TO FALL BY 20% IN 2020



"International trade in goods will fall by 20% in 2020 as economies struggle to recover from lockdown measures used to slow the COVID-19 outbreak, according to UNCTAD."

Data published in UNCTAD's latest Global Trade Update, its newly released quarterly report on the global economy, show that merchandise trade fell by 5% in the first quarter of the year and point to a 27% drop for the second quarter and a 20% annual decline for 2020.

"There is still a lot of uncertainty about the possibility of any economic recovery in the second half of the year," says Pamela Coke-Hamilton, UNCTAD's director of international trade.

"International trade is likely to remain below the levels observed in 2019," she adds, "but how far depends on the pandemic's evolution and the type and extent of the policies governments adopt as the try to restart their economies."

The data suggests that April was a particularly bad month for trade, with double digit declines in most regions. The worst affected was the Middle East, which saw exports fall by 40%.

The COVID-19 pandemic has caused uncertainty and congestion across the world and ports, as hubs of international trade, have been severely affected.

For most of 2020 the biggest ports in the US have seen drops in traffic, particularly the West Coast gateways that handle substantial trade from China – Los Angeles, Long Beach and Oakland.

However, there is hope that the worst effects of the pandemic are over, and even that it may push the industry into developing an electronic Bill of Lading to clear the congestion..

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FROM 07/07/20 - TO 09/07/20
GHANA
West African Ports and Rail Evolution

FROM 08/07/20 - TO 09/07/20
ONLINE
Virtual 48 h Global Maritime Summit 2020

FROM 10/08/20 - TO 13/08/20
MAPUTO, MOZAMBICO
Transport Evolution: Mozambique Forum & Showcase | NEW DATE

FROM 25/08/20 - TO 27/08/20
MOSCOW
25th TransRussia | NEW DATES

FROM 15/09/20 - TO 15/09/20
LONDON
13th Annual Shipping & Marine Services Forum

FROM 15/09/20 - TO 17/09/20
ANTWERP
Antwerp XL 2020 | Shaqping the future of breakbulk (NEW DATES)

FROM 17/09/20 - TO 18/09/20
MILAN
3rd Automation Instrumentation Summit 2020 | NEW DATES!

FROM 22/09/20 - TO 23/09/20
AMSTERDAM
Home Delivery World Europe 2020 | NEW DATES!

FROM 24/09/20 - TO 25/09/20
SHANGHAI
The 9th Annual Event Green Shiptech China Congress 2020 | NEW DATES!