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CONTAINER VOLUME AT EIGHT MAJOR CHINESE PORTS INCREASED 4% IN LATE SEPT



"The container volume at eight major Chinese ports up 4% in late September compared to the same period of last year."

The ports of Ningbo-Zhoushan, Xiamen and Shenzhen all posted a growth rate of over 10%.

Export container volume of the eight ports increased 10.7% year-on-year in late September, among which the port of Shanghai and Shenzhen posted over 20% growth rate.

Related: Container volume at eight major Chinese ports up 7.2% in mid-Sept

According to the China Ports and Harbours Association, container cargo volumes with Southeast Asia, Japan, South Korean and North America grew faster in the period.

Cargo throughput of major coastal ports increased 1% year-on-year, and export cargo throughput increased 2%.

Crude oil shipments at major coastal ports increased 9.1% year-on-year, among which the port of Qingdao, Yantai and Dalian posted over 10% growth rate, while the port inventory increased 31.8%.

Metal ore shipments at major Chinese ports increased 9.1% year-on-year. The port inventory declined 9.2%.

In late September, the cargo throughput at three major ports Nanjing, Wuhan and Chongqing along Yangtze river dropped 5.4% year-on-year while the container volume increased 2.6%.

For the whole month of September, the container volume of eight major ports up 6% while the cargo throughput increased 4.4%.

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FAST LANE BETWEEN CASABLANCA AND LA SPEZIA



"In addition to the Port Authority of Eastern Ligurian Sea, the companies Tarros Group and Circle are the main players. The first phase of the pilot project was completed just recently.

North Africa and Europe are getting closer now that the ports of Casablance and La Spezia have adopted a new approach in cargo handling. Thanks to the European project Fenix, a new international fast & secure trade lane will be established.

In addition to the Port Authority of Eastern Ligurian Sea, the companies Tarros Group and Circle are the main players. The first phase of the pilot project was completed just recently.

Data exchange among all players involved in the trade lane and the interoperability of the information systems used by the ports of La Spezia and Casablanca is key.

On the basis of the MoU signed by the Port Authority and Agence Nationale des Ports (ANP), involving Casablanca Terminal and Tarros Maroc, antennas, e-seals and readers are the "material" resources that are positioned near the gates to autodetect RFID seals placed on containers and control entrances - and thus make cargo flows faster and easier to handle. (cd)

www.adspmarligureorientale.it

www.circletouch.eu

www.tarros.it

transportjournal.com

TRIESTE CONNECTS NORTH AND SOUTH



"The northern Italian port of Trieste is cooperating with a German enterprise to open a terminal that will serve a maritime / railway system."

The entity Trieste Logistics Platform (TLP) has welcomed a new investor on board, namely the terminal ope-rator Hamburger Hafen und Logistik AG (HHLA). The northern German enterprise has entered into an agreement with the TLP entities ICOP and with Fran-cesco Parisi for a stake in TLP's capital. The funds will be used to create a terminal in Trieste serving maritime / railway systems in Central and Eastern European countries. Its goal is to augment the logistics and maritime port networks in southern as well as northern Europe. HHLA will increase its capital at the end of this year and then become the TLP's largest shareholder.

Zeno D'Agostino, the president of the Port Network Authority of the Eastern Adriatic Sea, declared that his entity is not actively involved in the venture, but that it will monitor all of the subsequent authorisation and execution processes arising.

Parisi pointed out that "HHLA's stake in the faci-lity has greatly fortified the TLP's growth prospects, as well as those of the entire port of Trieste. Our development strategy of looking to Central and Eastern Europe also fits with HHLA's overall orientation."

A terminal on a 28 ha compound

The terminal is located in the zone of the free port of Trieste, and it covers a total area of approximately 28 ha. The northern part of the compound will be dedicated primarily to breakbulk transport activities as well as to logistics services.

The heart of the terminal is coming up in the south. The new area on a dock with a draught for deepsea ships will commence operations in Q1 / 2021. It has been designed to handle containers and ro-ro activities. The TLP terminal's capacity will then stand at approximately 300,000 teu, 90,000 ro-ro units and 700,000 t of breakbulk goods. On top of this there is an option to further enlarge the facility's capacity significantly.

The TLP terminal has its own dedicated rail spur too. Over and above this, HHLA's railway subsidiary Metrans already connects the port of Trieste to its European intermodal network. In the opinion of all of the parties involved the strategically well-located site of the port of Trieste in the northern Adriatic Sea offers especially good development oppor-tunities in the gateway's hinterland links.

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CONTAINER SLOTS SELL OUT, RISKING HOLIDAY 'SHIPAGEDDON'



"The ships are 100% full. The containers are 100% full. You can't get a container built. You can't pick up a ship from the spot market. The whole container-shipping cycle is at absolutely full pelt," exclaimed Jeremy Nixon, CEO of Ocean Network Express (ONE), the world's sixth-largest container line.

October's ocean container market is "unbelievable," said Nixon during an International Chamber of Shipping (ICS) virtual event last week. "We are sold out," he revealed.

"Our job now is to keep the network going from an operational standpoint," Nixon continued. "The ports are getting jammed up now. We're starting to see bottlenecks in the supply chain. That's another challenge going into this winter."

Some market watchers thought volumes and rates would relent in the wake of the China Golden Week holiday in early October. It hasn't happened yet. The trans-Pacific market is still at its peak. According to the Freightos Baltic Daily Index, spot rates from China to the West Coast (SONAR: FBXD.CNAW) were at $3,847 per forty-foot equivalent unit (FEU) on Friday. They've hovered around this same stratospheric level since the last week of September — at triple last year's rates.



Data on the number of customs filings for maritime imports (regardless of volume; calculated as a seven-day trailing average) likewise show no letup.

Countrywide filings frequency (SONAR: CSTM.USA) has bounced around the same high level since August, well above last year's levels.



Consumers are still spending

The number of U.S. coronavirus cases is on the rise. It looks like cases could soon surpass records set in July. On Thursday, the Labor Department reported 898,000 jobless claims (seasonally adjusted), well above the consensus forecast for 830,000. Millions of Americans have fallen under the poverty line as a result of COVID.

And yet, in aggregate, Americans are spending more. According to statistics released Friday by the Commerce Department, consumer spending rose 1.9.% in September. That was more than double the consensus forecast.

"Consumer demand, as reflected in container trade, is in full-blown rebound," commented Stifel shipping analyst Ben Nolan.

In a new survey of companies conducted by investment bank Evercore ISI, 71% of respondents reported "better" or "much better" sales recoveries than expected, as of last Wednesday. In the previous quarterly survey, as of July 15, it was 57%. And current sentiment is particularly strong among homebuilders, pointing to more imports of building supplies and home furnishings.

Empty shelves and 'shipageddon'

Inventories are historically low. There is rising concern that companies will not be able to import and deliver enough goods to meet consumer demand during the holiday season.

The New York Times cited rising concerns over the so-called "shipageddon" scenario, in which the retail supply chains and parcel shippers descend into chaos as Christmas nears.

A report released Monday by investment bank Jefferies warned of "empty shelves and raided storerooms," noting that "it's not just local grocers running out of essentials."

"The summer and fall stages of the U.S. recovery have been marked by incredibly strong retail and housing sales, which have both surpassed pre-COVID levels by a wide margin," wrote Jefferies. "Due to the torrid pace of sales and virus-related supply disruptions, inventory-to-sales ratios have plummeted to record lows."

The Evercore ISI survey found that none of the consumer-business respondents thought inventory levels were "too high" or "a little too high." Only 10% said they were "about right," with 30% believing they were "a little too low" and 60% answering "too low."
The implication is that retailers still need to bring in a lot more goods, primarily from China. If so, that is bullish for ocean container lines and concerning for U.S. shippers in terms of transport timing and availability, and spot and contract pricing.

Stimulus and Trump vs. Biden
The latest data sounds very upbeat. But there are huge variables: the extent of the fall and winter COVID resurgence, the outcome of the presidential and congressional elections, and the fate of new federal stimulus.
A new report from Columbia University estimates that the U.S. poverty rate rose from 15% in February to 16.7% in September despite government stimulus, and that the poverty rate would have risen to 18% without stimulus. Using a total population estimate of 331 million, that equates to over 4 million people at least temporarily saved from poverty (and given greater ability to buy food and other products). Aside from the humanitarian benefits, that led to a large volume of container imports that wouldn't have been ordered otherwise.

The Evercore ISI fiscal policy team analyzed GDP effects of future stimulus and election variables. The scenarios range from nothing to a stimulus package in both Q4 2020 and Q1 2021.
The analysts' best-case scenario is for a Q4 2020 deal between President Donald Trump and the Democrats, leading to a 4.2% positive impact on 2021 real GDP growth, followed by a landslide presidential/congressional win for Democrats, leading to a large Q1 2021 stimulus package, equating to an additional 6.3% real GDP impact for 2021.
The worst case would be no Q4 2020 deal, and a Trump victory, Republican Senate and Democratic House, equating to a smaller Q1 2021 deal with a 3.15% 2021 real GDP impact.

'I dread to think … '
Just a few months ago, economic scenarios were dramatically worse. Nixon of ONE emphasized just how much worse the situation would have been if the container-shipping industry were not as adept as it proved to be.

"I always like to think of container shipping as the servant of global trade," said Nixon. "It is our job to keep the global economy going. Keep the lights on. To, behind the scenes, keep everything moving and flowing. Keep people fed.

"This has been a huge job this year. In all of the years we've been in this industry, I don't think we've seen anything like it. This has been a huge roller coaster, with ups and downs and changes and shifts.

"If you go back to April, when we suddenly had to work from home globally — not just us but all the stakeholders — and we had to keep things moving, that was an incredible task.

"The fact is that we now have a lot better systems and technology and planning than we used to have. We have a lot more digitized tools to help us. I think it's amazing as an industry that we managed to do that [keep trade flowing during lockdowns].

"And thank goodness we did, because otherwise, things would have come to a very, very quick halt. If this had occurred 10 years ago, I dread to think what would have happened." Click for more FreightWaves/American Shipper articles by Greg Miller

MORE ON CONTAINER SHIPPING: Trump vs. Biden: How the winner could affect ocean shipping: see story here. Get ready for blowout Q3 results in container shipping: see story here. U.S. import bonanza could extend into 2021 on 'record' restocking: see story here.

freightwaves.com



CONTAINER SHORTAGES A GROWING PROBLEM FOR US AGRICULTURE SHIPPERS



Hapag-Lloyd has dealt a body blow to US shippers of soybeans and other agriculture exports with its decision to suspend carriage of container shipments of their produce from North America.

The suspension is the result of an acute shortage of containers in Asia, as boxes have piled up in US warehouses.

The Specialty Soya and Grains Alliance (SSGA) claimed it had reports that Hapag-Lloyd was acting to move empty containers back to Asia as fast as possible, without waiting for loads out of North America.

It attributed the move to "hard economics during a time of unprecedented demand for higher-value North American consumer imports by containers from Asia at premium prices".

Eastbound transpacific container rates have been about eight times the pricing in the opposite direction.

Hapag-Lloyd is still moving some US agriculture exports in containers, but only shipments that originate in proximity to gateways. For the vast majority of grain and soybean shippers in the interior, the container shortage is a massive problem. Exporters in the Midwest have relied on repositioned empty containers.

Most soybean exports are actually carried on bulk vessels, but containers have been necessary to supply secondary markets that take smaller volumes. According to trade data firm Panjiva, Hapag-Lloyed moved over 17,000 teu of US soybean shipments between October 2019 and this September. Most to Japan, Indonesia, Malaysia, Taiwan, Hong Kong and South Korea.

Data from the US Department of Commerce show that, in 2019, 9% of US waterborne grain shipments were moved in containers.

The SSGA has warned that the problem could cause "major hardships within the entire US agriculture community".

And, according to the Agriculture Transportation Coalition (ATC), the problem is not hurting only grain shippers, Other exporters, such as shippers of resin or forest products, have also faced export restrictions by other lines, but none has made a formal decision on this, the interest group claimed.

A recent study conducted by the ATC, in tandem with supply chain technology firm TradeLanes, shows US exporters experiencing additional problems with changes in earliest-return dates for containers. A survey of 283 shippers found 35% of respondents had experienced changes made by container lines to the date that affected more than half of their shipments.

More than three-quarters (78%) reported that at least 5% of their shipments impacted by such changes had incurred additional costs – from demurrage, trucking and warehouse charges to rolled cargo and missed sailings.

"Costs and disruptions imposed by inaccurate and changing earliest return dates for containers are eroding margins," said ATC executive director Peter Friedman.

The potential loss of business due to a dearth of containers to ship their produce is a larger headache, though, and Mr Friedman expressed concern that Asian importers may switch to other sources of supply if the problem persisted.

And the signs are ominous: some predictions see the strong flow of containerised imports to the US continue until Chinese New Year in February, which suggests the shortage of export boxes could last just as long.

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FORWARDERS SLAM MAERSK: 'MOVING FROM SUPPLIER TO BECOMING A COMPETITOR'



Major forwarders may abandon Maersk over concerns that the line's new "integrated" business and "aggressive" strategy creates conflict of interests, and that it wants to cut forwarders from its business.

DB Schenker confirmed to The Loadstar that it had lost key account status with the shipping line, but said it had already switched most of its volumes.

"In May 2020, DB Schenker removed more than 90% of the freight volume loaded at Maersk, and shifted them to other shipping companies," said a spokesman.

"This adjustment of our carrier portfolio was necessary to ensure optimal access to capacities and freight rates for our ocean freight customers, and to guarantee maximum network stability.

"With almost no volumes left at Maersk, the termination of key account status was a logical consequence and has no implications for our ability to serve our customers' needs."

Maersk said it would not comment, owing to "the confidentiality of our customer relationships".

One forwarding source said DB Schenker was not the only forwarder looking at moving volumes away from the Danish company, with one said to have begun the process this month.

Forwarders claim Maersk has become increasingly restrictive in offering named accounts, while Maersk Spot has taken the FAK business, making it increasingly difficult for forwarders to manage their portfolios and provide customers with rates. One also claimed that Maersk, declining to offer named accounts, instead went directly to the shippers involved.

"It [Maersk] is moving from becoming a supplier to a competitor," he said.

The closure of Damco and its NVOCC status has upset the market, and DB Schenker famously targetted its customers for discontinued services. (You can read Loadstar Premium's take on it here.)

Maersk's termination of DB Schenker's key account status was said to be a consequence of that, but one senior forwarder said it was, in fact, a warning to other carriers – "This 'blacklisting' of Schenker is just a message to say 'if you do this, this is how we'll treat you'."

One source said two shipping lines had warned customers about using Maersk's freight management services.

"Maersk can now see how other lines act in terms of weekly allocations; you can't trust that it doesn't have a conflict of interests.

"It all starts with Vincent Clerc [APMM chief of ocean and logistics] – as one legal entity, you shouldn't be a supplier as well as booking capacity with other shipping lines. I can't see other carriers liking it. It's an aggressive strategy and, at some point, there will be no way back.

"A carrier's direct contracts require neutrality, which was given by Damco. Maersk now does everything, but the terms are not clear. The likelihood is high that other forwarders will do what Schenker did and move volumes away."

One source believed that would be harder for companies like Kuehne + Nagel, which moves large volumes on 2M vessels.

"It would be too tricky for them. I'd not be surprised if a lot of forwarders think about this, but it's difficult at the moment as volumes are chock-a-block. It will take a few months, but then you would not be a prisoner to Maersk."

The source claimed aggression was in Maersk's DNA: "It was the one who drove the rate wars in 2008/9, hoping it would be the last one to survive."

However, forwarders claim there is no such issue with other lines: "It is not an issue, and never has been, if the carrier has some forwarding activity. That's normal.

"CMA CGM – owner of Ceva – is doing some integrated marketing, but CMA and Ceva have separate management and they clearly differentiate their behaviour. Ceva is not a big player, and Rodolphe Saade [CEO of CMA CGM] is smarter, and understands that he cannot rule the world.

"Ceva was being actively sold, and it was an opportunity he took to turn a loss-making company into a profit-maker. I wouldn't be surprised if CMA sells it, and there is no reason to believe that their behaviour will change. MSC, Hapag Lloyd, all the others behave like partners."

One medium-sized independent forwarder said he didn't currently have concerns about Maersk, although it was "confusing", and agreed he had no concerns about CMA/Ceva: "Perhaps the next stage for CMA/Ceva would be to work more collaboratively, but our trust in them is very good at the moment.

"If you were K+N or DHL, you might worry, as they are the biggest customer, and competitor. You might think twice before sending them a customer profile. But CMA is not good enough for that yet.

"But Maersk is still a bit confusing, and it'll be interesting to see what it is trying to do."

Meanwhile, one forwarder said that publicly poking DB Schenker could be a bad move by Maersk.

"DB Schenker, together with Deutsche Bahn, could probably take all the central European business if Maersk wants to play hardball. Maersk is trying to change the game and whomever I speak to says the same – long-term, Maersk doesn't want forwarder business."

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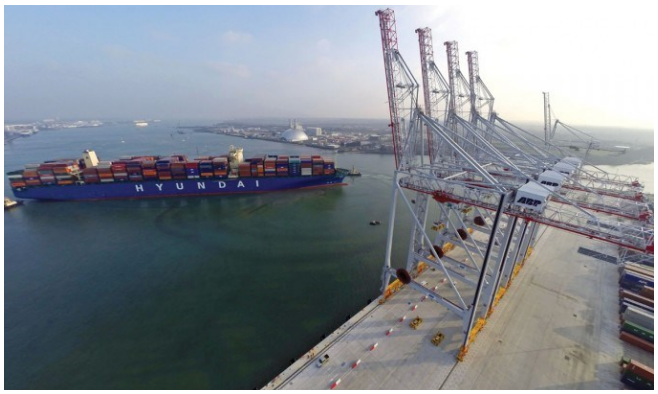
IMPORTERS ANGRY AS UK BOX PORTS BUCKLE UNDER 'ABNORMAL DEMAND'



DP World's London Gateway and Southampton container hubs are experiencing terminal congestion that threatens to further stymie the supply of holiday season products to the market.

Vessel-working and landside delays at the UK's second and third-biggest container ports will add to the misery for importers hit by severe delays in recent months at the largest box port, Felixstowe.

Last week, CMA CGM announced it would levy a port congestion surcharge of $150 per teu on all imports via Southampton from 1 November, claiming its operational costs at the UK south coast port had increased "significantly over the past weeks".

Today, Hapag-Lloyd advised its customers it was "experiencing congestion in the berthing plan and container yard" at London Gateway.

"In recent weeks, this has resulted in several port omissions, cut-and-runs and move-count restrictions," it said, adding that bad weather, Covid-secure measures, transport shortages and "abnormal increases in volume" at London Gateway were contributing factors.

The carrier warned that, although it expected some improvements at the facility, it expected the congestion to continue until mid-November.

Meanwhile, haulier and forwarding sources The Loadstar spoke to today claimed that the congestion at London Gateway and Southampton was a knock-on result of the well-documented VBS delays at Felixstowe.

And David Perfect, MD of a Thurrock-based haulier, did not mince his words: "Due to the ineptness of Felixstowe, shippers are using lines that run into Southampton and Gateway, which are now absorbing the extra work, which is causing delays in terminals.

"We have completely avoided Felixstowe during the day and now only move out of there during the night," he added.

Last week, port users and freight trade associations warned that Felixstowe was "grinding to a virtual standstill at peak times". The Felixstowe Port Users' Association (FPUA) claimed VBS slots were running at only 180 per hour, compared with 240 10 years ago, and that container moves per crane hour had fallen to just 16, compared with around 30 at rival UK ports.

"The port of Felixstowe is at a virtual standstill and the issue is being blamed on a shortage of labour," the FPUA told The Financial Times, and estimated that the two terminals at Trinity and Landguard were operating at just 70-80% of capacity.

The Hutchison Ports facility, advised by the former transport secretary Chris Grayling, refuted the crane movement numbers, describing them as "inaccurate", but declined to give actual data to theUK newspaper, saying "comparisons were hard to make".

Meanwhile, another haulier source at Felixstowe told The Loadstar today he believed all UK ports were struggling with capacity, due to the abnormal volumes, but "only Felixstowe is in denial".

He added: "This shambles will not change until volumes drop in Q1 21, as the port cannot find a solution."

A spokesman for DP World told The Loadstar: "The UK is currently experiencing increased levels of inbound traffic into its port network. London Gateway and Southampton have evolved to support our customers' needs during this period and are operating effectively, despite unprecedented inbound traffic. We continue to work with all our partners to maintain high levels of service."

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OOCL ALSO GOING STRONG



Like most of the maritime carriers worldwide, the Hong Kong-based Orient Overseas Container Line (OOCL) reported positive results for Q3/2020 despite the Covid-19 pandemic. Overall average revenue per teu increased by 6.2% compared to Q3/2019.

Volumes also took a significant rise with 9.5% in comparison to Q3/2019. Main drivers were the trans-Atlantic loops (+22.6% jump), which reached almost 142,000 teu. Volumes on the recently highly-praised trans-Pacific rose by 11.1% to more than 586,000 teu.

Altogether, OOCL shipped 1.94 million teu in Q3, up 8.2% from the 1.78 million teu in Q3/2019. Revenues were also on the uptick with USD 1.91 billion. (cd)

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COSCO SHIPPING LAUNCHES NEW GREECE – ITALY SERVICE



"Cosco Shipping's Diamond Line has officially launched Vado Ligure Express Service (VAX) from Cosco Shipping's Piraeus Container Terminal (PCT)."

The vessel Atlantic South, is deployed for the maiden voyage, departing from PCT and heading to Vado port in Italy. .
VAX service, connecting the container terminal at port of Piraeus with Vado directly, is offering a weekly express liner service.
The introduction of the new service provides a new channel for the company to transport cargoes to north Italy, said Cosco Shipping.
Diamond Line is a wholly-owned subsidiary of COSCO Shipping, focusing on intra-Europe feeder services.
seatrade-maritime.com

ZIM TO OFFER DIRECT SERVICES BETWEEN ISRAEL AND UAE



"Cosco Shipping's Diamond Line has officially launched Vado Ligure Express Service (VAX) from Cosco Shipping's Piraeus Container Terminal (PCT)."

The Israeli line will be offering connections between Haifa, Israel and Jebel Ali, UAE on two of its existing services. The company said that it's ZIM India - East Med Express (ZIE) would offer service from Israel and the East Med to the UAE; and ZIM Israel India Service (ZII) will accept cargo from Jebel Ali to Haifa.
Rani Ben Yehuda, ZIM evp cross Suez and Atlantic business unit for ZIM, said: "We are pleased to offer our customers direct service to and from the UAE, and look forward to future growth in this trade, as well as further increase in the scope of our service portfolio."
Shipping and maritime businesses have been quick to take advantage of the normalisation of relations between the two countries.
Late last month DP World's Jebel Ali Free Zone (Jafza) inked a Memorandum of Understanding (MoU) with The Federation of Israeli Chambers of Commerce (FICC) to promote economic cooperation and create new opportunities for businesses in both countries.
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IS IT POSSIBLE TO TRANSPORT VACCINES FOR COVID-19 BY RAIL?



Although Europe is making no move to buy Chinese vaccines, cooperation between China and Europe in the fight against the pandemic is inevitable, so are the large cross-border shipments of vaccines. However, while discussing the progress of vaccine research, the more important challenge has been overlooked: how to transport and distribute the vaccine around the world? This was noted by Kenneth Frazier, CEO of Merck, in an interview at Bloomberg News.

As a perishable commodity, vaccines are usually transported by air. However, in the current situation of the COVID-19 pandemic, airlines have to scale down their operations due to flight restrictions and a severe decrease of passengers. With most aeroplanes grounded for an extended period, the global air network has been hard hit. According to the International Air Transport Association (IATA), providing one dose of vaccine to each of the world's 7.8 billion people would require 8,000 Boeing 747 cargo planes. Moreover, the cost of transporting vaccines would skyrocket due to the strict demands of the cold chain and the volatility of the international freight market. Inevitably, there comes a global problem of who will pay for the high cost of vaccines.

Could it be done?

With air freight restrictions, is it possible for railways, especially the China-Europe Express, to support the efficient operation of the vaccine supply chain, just as they do with other medical supplies?

Vaccine transport requires temperature-controlled equipment. Given the instability of RNA, if a temperature limit is exceeded, the vaccine will degrade. Vaccines developed by different institutions have different temperature upper limits for storage and transport. Strong real-time monitoring capabilities are also required to ensure the integrity of the vaccine during transport. Moreover, specially trained staff is also critical, as the loading, unloading and transportation of vaccines are notoriously error-tolerant. Skilled professionals who are sensitive to time and temperature are needed.

Cold chain transport on the China-Europe Express

The China-Europe Express started a cold chain transport business in 2015. Cities near the border in the northeast and northwest are using the cold chain (temperature-controlled transport) to export perishable products, such as fruits and vegetables, to Russia and other countries. Additionally, inland cities use thermo-tanks to transport flowers and seedlings, as well as temperature-critical IT products in the winter. After the gradual lifting of Russian transit restrictions, European food, wine and dairy products have also entered the Chinese market on cold chain, particularly with the China-Europe Express.

However, the development of the cold chain on the New Silk Road is still at an initial stage. On a technical level, China's railway uses 45-foot diesel-electric integrated reefer containers of international standard. Inside the containers, temperature control ranges from -29 ℃ to +27 ℃. In 2016, China's railway developed the 40-foot BX1K reefer container, in which the temperature can be as low as -25 ℃. The technology that is mainly applied is controlled atmosphere transportation. It keeps the transported goods, such as vegetables and fruits, at the lower or intermediate levels of the ideal temperatures. Nevertheless, these technologies are not as developed as the advanced electronic storage ones in Europe.

At the operational level, the cold-chain logistics of the China-Europe Express is not sufficient yet. A complete chain consists of temperature control and insulation, cold-chain warehousing, cold chain transportation, cold chain loading and unloading, cold chain information control, and, finally, cold chain quarantine. At present, the services provided by the China-Europe Express trains are mainly limited to cold chain transportation and have not yet involved other fields.

Possibility of transporting vaccines on trains

Although rail transport showed remarkable resilience during the epidemic and largely maintained the functioning of the global supply chain, these limitations still put some obstacles on the cross-border transport of vaccines. Firstly, the temperature control of the vaccines, during storage and transportation, cannot be guaranteed. Different neocon vaccines can withstand diverse upper-temperature limits. In general, there is a belief that applying a storage environment of -80 degrees to different vaccines can be feasible. In Zhengzhou, for example, where the cold chain logistics is well developed, the frozen warehouse can only reach the storage temperature required for common fruits and vegetables.

Subsequently, storing vaccines means that special warehouses have to be constructed on a large scale. Furthermore, in transit, the temperature threshold of the container obviously cannot meet the survival needs of all the vaccines. Nowadays, air freight mainly uses a special portable vaccine cooler. Once thawed, the vaccines can only remain active in the cooler for 5 to 14 days, which is a considerable challenge for the transit time of rail freight.

Maintenance and staff

Secondly, frequently used refrigerators on the China-Europe Express facilitate the braking for the chiller with diesel fuel and winter antifreeze diesel fuel. The service points for chiller maintenance and refuelling along the China-Europe route are located in large transit change stations, such as Malaszewicz, Alashankou, and Khorgos. If there is a need for maintenance and refuelling during transit, there would be rarely available help at hand.

Finally, the experience of China-Europe Express trains on the transport of vaccines is not rich enough. Transportation of biopharmaceutical products between China and Europe is still on the testing stage, and it is difficult for ordinary freight workers to acquire the professional knowledge of vaccine transport and skillfully apply it to practice in such a short period. It also needs time to ensure that nothing goes wrong with all the involved parties during transit. Such a hastily formed vaccine supply chain for emergency purposes may not be able to handle the task.

European Silk Road Summit 2020

Do you want to hear more about the cold chain or temperature-controlled transport on the New Silk Road? It is one of the topics on the program of the European Silk Road Summit 2020. On 10 and 11 November the online edition of this event takes place. The impact of the pandemic, the current volumes and the forecasts for the year to come are other topics on the programme. Have a look here or register here.

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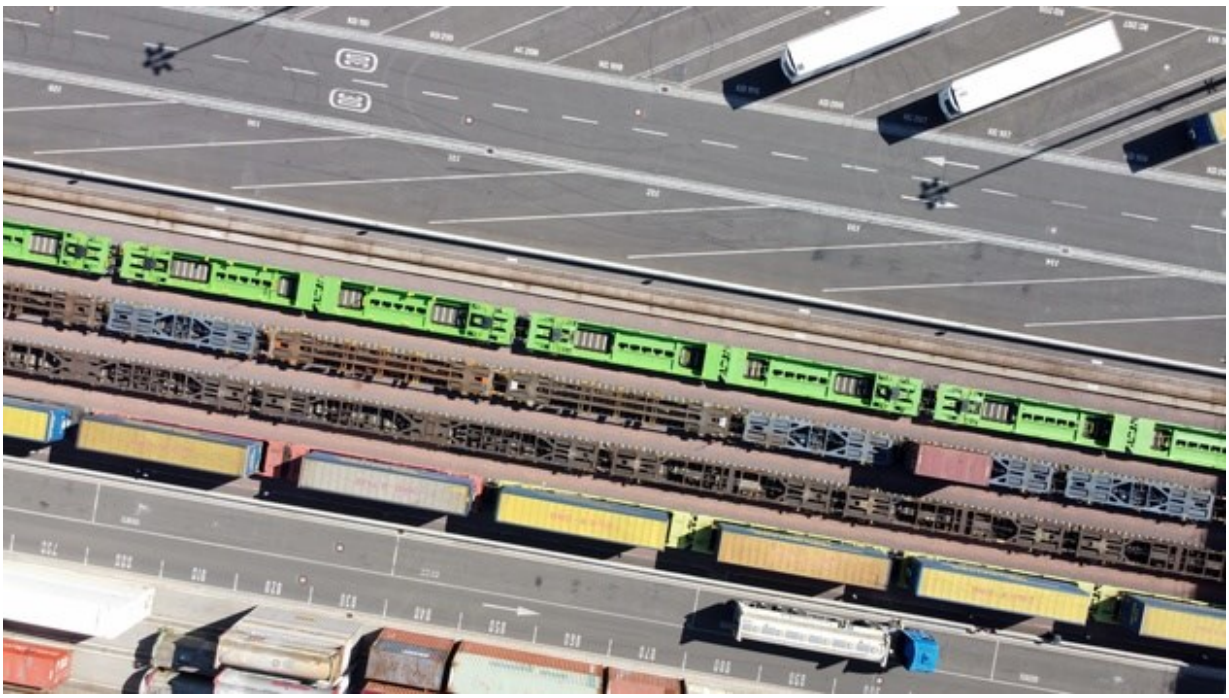
INTERMODALITY AS A LOW-CARB DIET FOR EUROPE



"Europe needs a low-carb diet". This was one of the statements made at the European Intermodal Summit 2020. It doesn't refer to an actual nutritional value. Instead, it was used by Hupac's CEO Michail Stahlut to refer to the de-carbonisation of transport that constitutes one of the main goals of the intermodal sector in Europe.

The belief in a strong intermodal footprint is now more unshakable than ever. Even though there is much work ahead to establish such a 'low-carb diet' for Europe, the first steps have already been made, and future seems promising. This was concluded during the online edition of the summit, which took place on Tuesday 27 October. The speakers engaged in a constructive dialogue, where they shared insights on the main challenges that the intermodal sector faced and continues facing. Among the addressed issues: infrastructures, sustainability and the modal shift to rail.

"Our aim to increase intermodal transport is a doable objective that we can all share", mentioned Magda Kopczynska (Director of DG Move), while summarising the discussion. Indeed, many of the speakers stretched the importance of a shift towards intermodal transportation and how Europe can achieve that in the short term. "Intermodal is not as complex as it sounds", said Ralf-Charley Schultze (President-UIRR), meaning that with certain moves and a shared vision, intermodality is a target that can be achieved smoothly.

Past and present challenges

The core scope of the summit directed towards the challenges that the intermodal sector has faced throughout the years. Regarding the past, there was a mention of problems such as intercontinental connections and oil dependency.

With regards to the present and with an eye to the future, Schultze commented that "the future is definitely intermodal". However, specific points need to be addressed and resolved. For instance, the sector needs to implement sustainable, zero-carbon transport solutions. Besides, there is a need to manage the e-commerce boom, taking place lately, and provide solutions that concern urbanisation and increased population density. Furthermore, labour shortage and geographic connectedness are equally important.

"Intermodal is the sustainable solution"

"Intermodality is one of the main pillars of sustainable strategies", said Adina-Ioana Valean (Commissioner of Transport), in the opening session of the summit. She also pointed out the critical changes that need to be implemented as soon as possible. These include the reduction of distances in road transport, digitisation, more investments in terminal infrastructure, and modernisation of the rules in road pricing. On the same tone, Clemens Först (CEO of Rail Cargo Group) stated that the intermodal sector needs "highly performing infrastructure and fair economic conditions" to develop even more in the future. Livio Ambrogio (President-Ambrogio Intermodal) supported the same point.

Another need that got highlighted during the discussion was that of a standard European policy that will not be discarded by national-scale policies. Specifically, as Peter Kiss (CEO of Metrans) said, "it is necessary to put down one strategy for everyone". In this way, the shift to intermodal transportation will require less effort and will provide the needed space for a change from trail to rail services. Finally, speakers shared the idea that the implementation of solutions could be more effective if first tried in small and region-scale initiatives.

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NEW IMO PROPOSALS TO CUT SHIPPING EMISSIONS HAVE 'TOO MANY LOOPHOLES'



IMO member states have been urged by environmental campaigners to reject shipping emission proposals from an IMO intersessional working group.

After meeting this week the group's Reducing Greenhouse Gas Emissions from Ships (J/5) draft text will be forwarded to the IMO's Marine Environment Protection Committee (MEPC), scheduled for 16-20 November, where parties are expected to adopt the recommendations.
However, campaigners argued that the J/5 proposals violate the IMO's own initial greenhouse gas strategy in three key ways: that the industry will fail to reduce emissions before 2023; will not peak emissions as soon as possible; and will not set ship CO2 emissions on a pathway consistent with Paris Agreement goals.

John Maggs, president of the Clean Shipping Coalition, which has observer status at the talks, said: "We urge all countries to reconsider their support for the J/5 decision and reject it, unless it can be fundamentally strengthened,"
Pacific Environment, World Wildlife Fund and the Clean Shipping Coalition said the J/5 draft failed to properly address ship emissions' contribution to climate change on the absence of carbon intensity targets and a weakened Energy Efficiency of Existing Ships Index (EEXI).
"The proposal still contains no carbon intensity target and, somehow, reduces the stringency of the required EEXI for many ship types. (The EEXI requires ships to reduce their engine power to make them more efficient.)

"This means the proposal would, at best, now curb GHG by only 0.65% to 1.3% by 2030, compared with the business-as-usual pathway without IMO regulation. This was 15% above the industry's 2008 baseline," the groups said.
Secondly, they argue that J/5 contains loopholes, including allowing non-compliant ships to continue "underperforming for three consecutive years before they even have to file a plan to make improvements, and can easily game underperformance indefinitely by ensuring one compliant year every three years".
And thirdly they point out that there are no enforcement measures: "All clauses that would create consequences for non-compliance – such as increased EEXI stringency or ultimately revoking a ship's statement of compliance – have been removed."
Faig Abbasov, shipping programme director at European environmental lobby group Transport & Environment, said EU countries determined to meet their Paris Agreement commitments should focus their efforts on enforcing EU shipping emission regulations.
"Governments have ridden roughshod over the Paris Agreement by agreeing a measure that will see ship emissions grow for decades to come.
"The UN maritime agency again showed the world it can only deliver cosmetic changes.
"EU countries should work through the European Green Deal to fill the gap left by the IMO," he said.."

theloadstar.com

DIGITALISATION KEY TO SHIPPING INDUSTRY HEALTH IN COVID-19 CRISIS: MAERSK



"Digitalisation has helped shipping and logistics fare relatively well during the Covid-19 pandemic according to Maersk's head for Latin America. "

"The industry has been doing quite well during the Covid-19 crisis largely thanks to digitalisation", said Robbert van Trooijen, senior vice president, head of Latin America and the Caribbean, AP Moller-Maersk, during the virtual conference TOC Americas 2020.

"Safety has to come first. I don't think that work will ever be the same as before [the Covid-19 crisis]", added van Trooijen.
Related: Maersk forges supply chain agreement to deliver Covid-19 vaccine worldwide

Talking with Rachel White, Director content for TOC Events worldwide, in a one-to-one conversation, van Trooijen, who arrived in Latin America for the second time just when the Covid-19 crisis erupted, said that demand volatility is going to continue but global logistics integration will be key as well as digitalisation for the industry.

Maersk started the move to offering integrated logistics products in the 1990s. "We are not new to this. We want to offer integrated solutions to customers. In Latin America, we are better known for our ocean products, less knows in logistics. We are working on that and happy to see customers' response."

Related: Maersk lays-off 2,000 as it upgrades expected results
Specifically related to the current Covid crisis the new partnership with Covaxx announced this week represents a new model for integration and a great signal to the market. "We want to be part of the solution," explain van Trooijen.

In Latin America, there is an imbalance situation because of strong exports and low imports and demand planning has always been an issue.

Technology is now of utmost importance. "At Maersk, we are upgrading our systems and we have a new platform which is one of the most active platforms globally. Digitalisation is expanding but there is a big difference between advanced customers and not so advanced customers."

seatrade-maritime.com

ITALY VETOES 5G DEAL BETWEEN FASTWEB AND CHINA'S HUAWEI: SOURCES



"Italy has prevented telecoms group Fastweb from signing a deal for Huawei to supply equipment for its 5G core network, three sources close to the matter said, the clearest sign yet Rome is adopting a tougher stance against the Chinese group."

The decision, made at a cabinet meeting late on Thursday (22 October), marks the first time Italy has vetoed a supply deal over 5G core networks with Huawei.

Visiting Italy in September, U.S. Secretary of State Mike Pompeo described Chinese mobile telecoms technology as a threat to Italy's national security.

Huawei strongly rejects the charges, and its Italian unit said it was ready to undergo any scrutiny to show that its technology was safe.

However at Thursday's meeting, the government used its special vetting powers to block Fastweb, the Italian unit of Swisscom, from implementing a supply deal with the firm in the most sensitive part of its fifth generation mobile network, the sources said.

"The government has vetoed the operation, asking Fastweb to diversify its suppliers," a senior government source told Reuters. Fastweb had picked Huawei as the sole supplier for its 5G core network, sources said. Huawei and Fastweb both declined to comment.

A source from the Prime Minister's office said Rome also wants to evaluate whether Huawei can play a role in 5G core networks. While some U.S. allies, such as Britain, have announced bans on Huawei equipment in future telecoms infrastructure, Italy has so far declined to do so.

However, government and industry sources say Rome is de facto adopting a more marked pro-U.S. line on 5G deals.
Italy raised hackles in Washington last year when it became the first major Western economy to join China's international infrastructure project, the Belt and Road Initiative.

The tie-up has so far yielded little economic gain and the government has recently opted for increasingly stringent prescriptions over Chinese 5G suppliers, which is forcing companies to be more cautious about dealing with Huawei.

Measures imposed by the government on firms using Huawei equipment on their 5G network include restrictions on remote interventions to fix technical glitches and an extremely high security threshold, two industry sources have said.

Italy's biggest phone group Telecom Italia (TIM) in July left Huawei out of an invitation to tender for a contract to supply 5G equipment for its core network, where sensitive data are processed.

Telecommunications companies operating in Italy have introduced get-out clauses in 5G deals with Huawei, allowing them to withdraw should Rome ask for costly requirements in exchange for its green light, industry sources said.

euractiv.com

IMO HIT BY CYBERATTACK



"Become the latest international shipping organisation to be targeted by a cyberattack, with CMA CGM currently also working to reinstate its full online capabilities"

The International Maritime Organisation (IMO) has become the latest international shipping organisation to be targeted by a cyberattack.

It said a number of its web-based services became unavailable on Wednesday 30 September, including the IMO public website and other web-based services, although it said the IMO's internal and external email systems continued to function.

It added: "The interruption of web-based services was caused by a sophisticated cyber-attack against the organization's IT systems that overcame robust security measures in place."

It said the IMO headquarters file servers are located in the UK, with extensive backup systems in Geneva, noting that the backup and restore system was "regularly tested". Following the attack, the IMO secretariat shut down key systems to prevent further damage from the attack.

The IMO said it was working with UN International Computing Centre (UN ICC) and security experts to restore systems as soon as possible, to identify the source of the attack, and further enhance security systems to prevent recurrence.

Since yesterday, service has been restored to the GISIS database; IMODOCS; and Virtual Publications. For security reasons, these systems were not available for a few hours early this morning but they are now back up and running, the IMO said. It said service will be restored to other web-based services as soon as possible and as safe as possible.

The organisation commented: "The Secretariat takes its responsibilities for cyber risk management and information security management extremely seriously and has acted immediately to address the cyberattack and to implement measures to ensure the risk of recurrence is minimised."

The attack comes days after global container shipping group CMA CGM suffered a cyber attack in which data is believed to have been accessed.

CMA CGM said it is working to reinstate its full online booking capabilities following the cyberattack at the weekend that forced it to temporarily suspend access to its in-house e-booking systems. However, the company revealed to Lloyd's Loading List that it suspects there has been a data breach due to the cyberattack.

A spokesperson for the company told Lloyd's Loading List: "The CMA CGM Group continues to be fully mobilised to restore all its information systems. The back-offices (Shared Services Centres) are gradually being reconnected to the network thus improving the booking and documentation processing times.
"We suspect a data breach and are doing everything possible to assess its potential volume and nature. Our technical teams, alongside independent experts, are continuing the investigation. Updates will be provided regularly as the situation evolves."
It was unclear at the time of writing the extent of the suspected data breach and whether confidential customer information has been compromised.

The company has previously stressed that its maritime and port activities "are functioning as per usual", and that all communications to and from the CMA CGM Group "are secure, including emails, transmitted files and electronic data interchange (EDI)".

However, it had temporarily suspended all access to its "eCommerce websites" to protect its customers, and these are understood to still be unavailable.

lloydsloadinglist.com

SMART MULTIMODAL = SMART TECHNOLOGIES + SMART PEOPLE

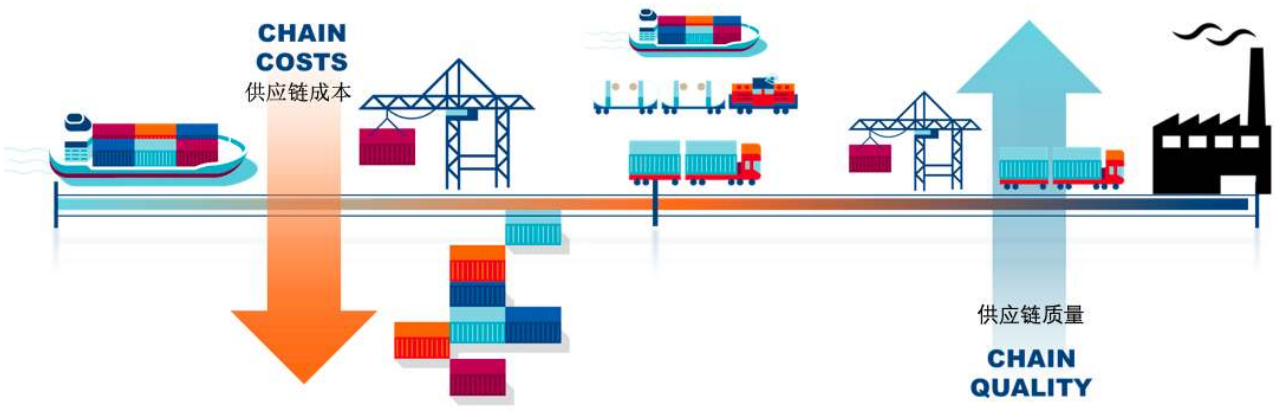


"Multimodal transport is becoming more and more widely used due to its flexibility. In the meantime, the optimisation of multimodal solutions is constantly underway. The Netherlands, an important logistics country, makes much efforts on the research and practice of smart intermodal logistics. With rapidly developing smart technologies and platforms, cooperated with knowledgeable logistic practitioners, intermodal transport is developing in a smarter direction."

On October 23, the second session of the Dutch Smart Logistics Webinar: Smart Multimodal Transport was held. This is organised by ISEA, the Consul General of the Kingdom of the Netherlands in Chongqing with the support of HIDC and Railfreight.cn. Martijn Hordijk, Sales Manager at Portbase, Marco Huijsman, CEO and Founder at Cofano, and Arnoud Paans, Logistics Development Manager at Schavemaker shared their smart intermodal solutions.

Portbase: reduce chain cost, increase quality

Portbase is a non-profit neutral logistic data platform which provides digital services for Dutch ports. In Portbase, all the data needed in the transport process are entered and used in one single flow. Every party involved can get easy access to the data and benefit from its efficiency. "The system is built on and for the clients. Our objective is to reduce chain cost while increasing chain quality, by making the connections with Dutch ports smarter", Hordijk says. Based on its ecosystem with smart applications and platforms, Portbase built a big community of 4700 organisations and developed 44 different services.



However, the optimisation of the system is continuing. Hordijk explains: ”We are rebuilding our systems to adapt to the new changes in the industry. For example, we invested in cargo tracker, which enables our clients to track cargo from the port to inner terminals or their other locations. If the cargo is discharged or ready to be picked up, it is visible in the system, you don’t need to look up to other websites.” Also, Portbase is ready for Brexit, to provide solutions with UK cargo.

Cofano: optimise intermodal logistics smartly

There are many more examples of smart technologies and collaborative platforms like Portbase being applied as intermodal logistics optimisation solutions. Huijsman, CEO of Cofano, presented some of the smart logistics optimisation solutions provided by his company. These solutions cover all aspects of intermodal transport.
The Intermodal Voyage Planning System resembles map navigation and enables the planning of routes for barge or inland shipping. Data including all bridges, locks and water depths are stored in the platform. By simply entering the origin and destination on dashboard, the system automatically calculates all the alternative routes based on the service data provided by different suppliers, and displays detailed data for each sector, including sailing time, distance, cost, carbon footprint, etc.



Online booking

Bookingsportal is an application that supports online booking and cancellation of containers, as well as tracking the status of containers. Customers can easily follow up the latest container status with simple clicks. Likely, the Train & Barge Transport System helps to manage and plan intermodal container orders. Its flexible data import functions make data integration easier. Order information can be directly matched to sales contracts and e-invoices can be generated automatically. All order information is visible to clients.

Automatic time arrangement based on algorithms aims to save time and efforts for decision makers. When a train/barge/truck arrives at a terminal, the assistance of the Inland Terminal Operating System can come in handy. This system can help manage the loading and unloading of containers at the terminal, truck gate access and yard work. The system is equipped with a 3D visualisation interface for efficient tracking of containers stacked in the yard. Also, unexpected cases should be taken into consideration. The control tower system is used to dynamically monitor the process of transportation, automatically identifying delays based on the sailing positions and sending alerts at an early stage. In short, every aspect of intermodal transport can be optimized through smart technologies, in order to achieve more efficient and smarter logistics.

Build up multimodal transport solutions

However, smart logistics is not only related to technologies, but also to logistics decision makers. Paans, who has an extensive logistics background, brings his experience to the table. The decision-making process varies depending on many factors. For example, if a container arrives at the port of Rotterdam and is delivered in France, should it be transported from the port to the warehouse by truck or barge? This depends on the distance from the port to the warehouse, the availability of barge terminals nearby and the urgency of the goods. Another example, for a shipment of goods from the EU, via consolidation in warehouse until delivery in China port, how to combine all different modalities of transport? The urgency, nature of goods and the costs in every sector should be taken into account.

According to Paans, an intelligent intermodal solution means: extensive knowledge of the logistics market; a thorough understanding of freight demands; flexibility in changing circumstances; optimisation of service, cost and lead times; transparency of design and choices; visibility on the supply chain; and simplified invoicing process.

Follow the topic

Do you want to follow more on the topic of Smart Logistics, sign up for the Smart Flower Cold Chain Webinar on 30th Oct which will be held from 8:00am to 9:30am. The participation is free.
Author: Huilin Shi

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THIS IS WHAT CONCERNS THE SECTOR ACROSS ALL TRANSPORT MODES



"Representatives from the road, air, maritime, rail, manufacturing and logistics sectors call on European decision makers to adopt an EU framework on the governance of business-to-business (B2B) data that ensures a level playing field for all partners in the digital economy."

Following recent innovations, the transport sector relies increasingly on the exchange of large amounts of personal and non-personal data between multiple actors. These innovations include the development of vehicles' automated functions, connected vehicles, smart cities and digital mobility platforms. These solutions have led to an increase in data generation with transport operators typically generating data and technology companies processing and using these data.

Voluntary provision

In a joint statement sent to EU decision makers (accessible below), associations representing the freight and passenger transport sectors, call for the establishment of an EU framework on the governance of B2B data. The framework should explicitly include the principle of voluntary provision of data and clarify the roles and responsibilities of data aggregators and the rights of data generators. The EU should also provide a guidance to standardise data formats and facilitate the interoperability of mobility platforms.
The impact of digitalisation on businesses should not be underestimated, especially in the case of SMEs. For a successful digital transformation, businesses need to upskill their workforce and will require financial support if they are to benefit from the opportunities of the data economy.

Cooperation

The transport sector stands ready to cooperate with EU institutions on digitalisation issues to ensure equal opportunities for all business partners in the digital economy through fair and transparent EU regulation.

CER Executive Director Libor Lochman said: "Rail continues its work, together with other transport associations, in developing digital solutions towards multimodality and interoperability for both passenger and freight transport. Today's statement underlines the transport sector's commitment to work jointly towards the development of a transparent governance structure for fair access to B2B data.

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DANGEROUS CARGO PROBABLY CAUSED MAERSK HONAM FATAL BOXSHIP FIRE, SAY INVESTIGATORS



"Singapore investigative body calls for better efforts to screen hazardous goods after tracing likely cause of 2018 disaster to a compound capable of self-igniting stored under containership's deck ."

A DANGEROUS cargo was probably the cause of a fatal fire on board a Maersk containership, an investigation has concluded.

Five seafarers died following the incident on the 15,262 teu Maersk Honam in March 2018.

The Singapore-flagged vessel was en route from Singapore to Suez with 7,860 containers when the fire started.

A report following the inquiry by Singapore's Transport Safety Investigation Bureau has been published this month.

It said that while the extent of the damage meant that the findings into the cause of the fire were inconclusive, it was "possible" that the stowage of 54 containers containing a chemical used in bleaches and cleaning products was the ultimate source.

Decomposition of the dangerous cargo generated intense heat, enabling the fire to develop rapidly out of control.

"It is possible that one or more containers in number three cargo hold [containing sodium dichloroisocyanurate dihydrate] were compromised by self-decomposition of the SDID," the bureau's final 98-page report found.

"The block stowage of the SDID further exacerbated the rate of reaction and heat production, which resulted in an uncontrollable spread of the fire."

The temperature at which exothermic decomposition was initiated was much lower than the values typically declared by the shipper, and the presence of free water and / or stowage of the SDID in large packages or consignments leads to further substantial depression of the onset temperature, the report said.

"Given the susceptibility of SDID to exothermic decomposition in the presence of free water or impurities, serious consideration must be given to the prospect that the decomposition could be initiated as a direct result of the inherent properties of the cargo itself," it said.

AP Moller-Maersk chief technical officer Palle Laursen said the fire was "one of the most serious incidents'' in the company's history.

"The magnitude and intensity of this fire made it impossible for any crew to successfully contain, making it key that we as an industry take steps to address the root cause to ensure seafarers never find themselves in a similar situation," he said following the report's publication.

The International Maritime Dangerous Goods Code allows for the classification and carriage of sodium dichloroisocyanurate dihydrate under Class 9, which does not recognise the potential thermal instability of the material.

The report said the chemical compound was stowed under-deck, where the main fixed firefighting means was CO2 "which is ineffective to tackle fires associated with such materials."

Raising alarm

It also found weaknesses in the initial emergency response to the fire.

"It was noted that the fire alarm was not raised at the onset of the event, causing a delay in the closure of the magnetic fire doors of the accommodation, and non-closure of exterior ventilation vents."

Moreover, the muster list did not clearly identify the roles of everyone on board, which resulted in some of the crew waiting to be given instructions.

The investigation also found that the firefighting flow charts under the ship emergency response plan did not ensure that all the ventilator flaps and dampers on board were closed as one of the primary firefighting actions, regardless of the location of fire.

When toxic gases entered the bridge, chaos started to develop, causing the formation of different groups. Radio communication was lost with the smaller groups.

"The master's action to abandon ship with group one, after making reasonable attempts to reach out to the other crew on walkie-talkie was considered plausible," the report said.

The TSIB noted that industry-wide issues still exist in the cargo booking process for dangerous goods.

"Although there was no evidence of a mis-declared cargo that led to the fire in number three cargo hold, the investigation team noted that the current cargo screening process in the industry is not able to ensure declarations by shippers, which are based on trust, match the description of the cargo in the container, as such a process could be too onerous and labour-intensive if carried out manually."

Maersk has now banned the stowage of IMDG containers immediately forward and aft of the accommodation and engine casing for twin-island ships, and has reviewed emergency response procedures.

"The main safety recommendations in the report have already been implemented across the fleet over the past two years and we will be studying the report further to understand how to best make use of the recommendations," Aslak Ross, the company's head of marine standards, said in a statement.

Mr Laursen said the company was "devastated that five colleagues lost their lives and that five families lost their loved ones''.

"We hope this investigation will initiate a more holistic, industry-wide approach where we address the concerns regarding containerised dangerous goods across the entire supply chain — starting at the manufacturing level and following through until the box has been safely delivered at destination to the customer," he said.

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TT CLUB POINTS OUT REEFER TRANSPORTATION ISSUES



TT Club has said temperature-control issues and communication errors between them accounted for almost half of refrigerated shipping (reefer) insurance claims over the past three years.

In a statement, the insurance specialist said temperature-control problems and communication errors contributed to 24% and 29% respectively in that time.

In a statement, TT Club said it continues in its attempts to minimise losses for both its Members and all those involved in the cool supply chain with publicly available guidance documents such as StopLoss – Temperature Controlled Cargo.

“Our own experiences and the data drawn from our claims history was reinforced by over a third of webinar attendees, who when asked their perception of the primary risk factors, pointed to communications errors with ambiguous or incorrect instructions passed between supply chain stakeholders,” commented Mike Yarwood, TT’s Loss Prevention Managing Director.

The sensitivity of many commodities transported under temperature-controlled conditions puts the care of the product both before and during transit as a paramount concern.

During a recent webinar from TT Club, Carsten Jensen, a consultant and surveyor specialising in perishable goods transport gave a comprehensive insight into the five key aspects that impinge on loss prevention: product quality; preparation of the goods; correct packaging and stowing; attention to temperature irregularities and prolonged storage and transit.

“Clearly a number of these processes are outwith the control of forwarder, carrier and terminal operator,” commented Yarwood. “But as the demand for unitised transport of perishables continues its upward trend, it is vital that the transport links in the chain become more informed about all the relevant processes to improve the collaborative efforts of all stakeholders.”

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