

22 COVER

Calm before the storm?

After the gyrations of 2009, last year proved to be a sea of relative calm on the traditionally stormy seas of the North Atlantic. However, with both volume and freight rates softening the outlook for 2011 looks increasingly uncertain. *CI* reports.

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An uphill struggle

Nicolette van der Jagt, secretary general of the European Shippers' Council elaborates on why she thinks 2011 is going to be more challenging than 2010.

26 ANALYSIS

Strong box

After rebounding dramatically in 2010, global box demand is expected to hold strong throughout 2011. However, container manufacturers are grappling with labour shortages, which have restrained capacity, while buyers continue to face record high prices. *CI* reports.

FEATURES

29 TRADE ROUTE

Covering the globe

Cambodia is an up-and-coming market for liner shipping companies as manufacturers outsource some of their production to the country and import/export exchanges increase. *CI* investigates.

30 CARRIER

Turbulent times

Feeder operators based in South East and South Asia have different views on how their business is likely to change in the future. *CI* reports.

33 REEFER

Reefer on the rise

A slowdown in reefer container production in 2009 combined with liner shipping companies' growing share of the perishable products sector led to a strong recovery in output last year and more of the same is expected in 2011. *CI* investigates.

34 REEFER

Seasonal scramble

Camposol is Peru's leading agribusiness and the world's largest exporter of asparagus. The seasonal nature of its products makes for particularly

challenging shipping operations but improved port infrastructure is the key to improving service options and lowering costs as *CI* found out.

37 LOGISTICS

A cold, cold war

Despite many people viewing the container shipping industry as a commoditised business, there are companies that make real efforts to differentiate their services and offer bespoke transport solutions to their clients. *CI* spoke to one such group, Felixstowe-based Seafast Logistics.

39 INTERMODAL

River Plate rumpus

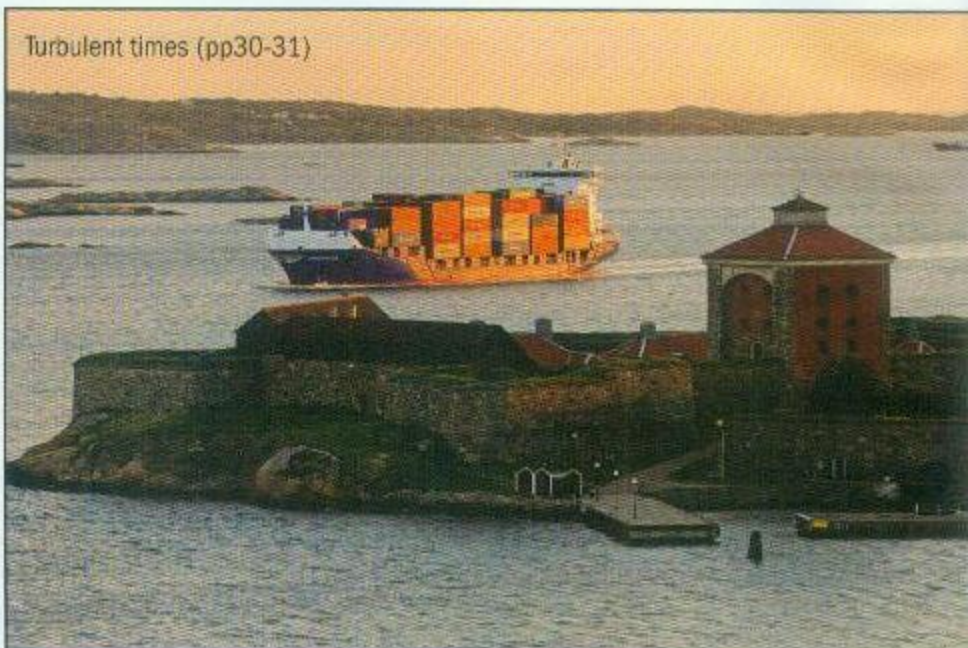
Political rows within Mercosur, severely disrupted container shipping services in the River Plate and a backlog of containers in the port Buenos Aires are the results of an Argentinian trade union's attempts to extend its influence into Paraguay. *CI* reports.

40 SHIPPER

Two-way traffic

Two Shanghai-based companies, one an exporter and the other an importer trading on the transpacific have different priorities and challenges when it comes to organising their supply chains. *CI* investigates.

Turbulent times (pp30-31)



42 SHIPPER

The tipping point

The Middle East hopes to become a major exporter of petrochemicals in future, and the Switzerland-based Bertschi Group is clearly gearing up for it.

44 TERMINAL

Forging ahead

Both local and international port operators in China are focused on broadening their hinterlands as a means of securing additional cargo volumes. *CI* reviews their various business strategies and assesses their future prospects.

46 TERMINAL

Counting the cost

Israeli ports are likely to be the next to be privatised or partly privatised. They may become more efficient, but will they be cheaper?

49 CSR

Community service

ISO maritime containers, it appears, rarely die and once retired by their owners – principally ocean carriers and leasing companies – from their cargo duties they are resurrected for a diverse range of uses in the secondary market. *CI* reports.

52 ENDGAME

Seasonal scramble (pp34-35)



IN FUTURE ISSUES

The tradelane between China and Vietnam has been highlighted as a hotspot for the industry with both nations enjoying some of the fastest economic growth rates anywhere in the world and cargo volumes boosted in the past 12 months by the Free Trade Agreement struck between China and the ASEAN bloc in January 2010. *CI* analyses current market conditions and future expectations.

Chile's salmon farming industry has suffered in recent years from a deadly virus but it is in recovery mode now and focused on reclaiming its dominant position in the world. *CI* met up with Chile's largest producer Aqua Chile.

Shanghai-based ACE Global Distribution (AGD) – a subsidiary of ACE Hardware Corporation – uses freight forwarder Kerry Logistics' consolidation service in Shanghai to distribute hardware products to its parent company's stores in the US. *CI* reports on how the co-operation helps to smooth out bumps and administrative hiccups in the company's supply chain.

The campaign to move more containerised cargo by rail in China is gathering momentum and the Government is ploughing more cash into developing the necessary infrastructure to help make this happen. *CI* reports.

The European Parliament is currently reviewing legislation that could significantly open up the European Union's railway infrastructure to fairer competition, thereby encouraging greater operating efficiencies. The hope of shippers is that the lessons of failed past directives have been sufficiently learnt, thereby overcoming sectarian interests for the common good. *CI* reports.

Chile's centralised demographics, yet lengthy seaboard, makes the country an ideal candidate for intermodal rail and short-sea services, yet the vast majority of container traffic is still moved by road. *CI* examines the reasons and the potential developments that could change this in the future.

CI reports on the leading box ports of 2010, reviewing the main factors that have influenced their cargo throughputs in the past year and the likely influences that will shape their future.

Peru's principal port of Callao is undergoing a transformation with the recent opening of a new container terminal operated by DP World and the planned privatisation of its north pier. *CI* examines the changes taking place and the implications for both ocean carriers and shippers.

Malaysian box ports have recorded robust growth performances since the recession of 2008/09 and they are now gearing up for what they hope will be a prosperous future. *CI* investigates their various plans and the challenges that lie ahead.

CI's focus of the month is on Brazil, which is currently one of the hottest economies in the world and one in which international trade, particularly with the Far East, is booming. But while the investment and service opportunities are huge, immense infrastructural challenges remain.

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Tel +61 2(02) 8262 5800

www.ttclub.com
marketing@ttclub.com

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MILLER**