



31 COVER

The comeback kings

Last year was a good year for container ports as they benefited from an improved global economy and substantial recovery in global trade. Moreover, there appeared general optimism for the future, with long-term growth expected to be in the 5% to 8% range. *CI* reports on a new number one and those ports most likely to challenge for a premier league entry in the next two years.

REGULARS

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36 TRADE ROUTE

Gateway to growth

The trade between China and Vietnam and vice versa has escalated in recent years as better infrastructure and freer trading conditions have encouraged more shipments. *CI* reports on the market's prospects and the challenges faced by the ocean carriers involved.

39 CARRIER

Against the grain

Chile's centralised demographics yet lengthy seaboard make the country

FEATURES

an ideal candidate for intermodal and short-sea services, yet the vast majority of container traffic is moved by road. *CI* examines the reasons and the potential developments that could change this in the future.

43 REEFER

Return to the seas

Chile's salmon farming industry has suffered in recent years from a deadly virus but is now reclaiming its world-dominant position. *CI* met with Chile's largest producer AquaChile and found that technological developments to lengthen product shelf-life could see more of this trade moving by sea.

46 REGULATORY

Watertight contracting

An examination of how ocean freight agreements can be made more secure without both sides being locked in a legal straightjacket. By Matthew Gore of Holman Fenwick Willan.

48 LOGISTICS

Making the pieces fit

The Port-Centric Logistics concept is taking off in several parts of the world. *CI* assesses the advantages and limitations of the practice both the shipper/consignee and service provider points of view.

51 INTERMODAL

Push against protectionism

The European Commission's attempts so far to open up the EU's railway infrastructure to new blood have not been a success, due to insidious protection of state-owned railway companies. The battle is not yet over, while a new directive currently under discussion within

the European Parliament promises to be much harder-hitting.

55 INTERMODAL

Linked up?

China's intermodal infrastructure has gained momentum following large cash injections by the Government. What effect is this having on the movement of container cargo in the country and what more needs to be done to make it as popular a form of transport for cargo as barge or truck? *CI* reports.

58 TERMINAL

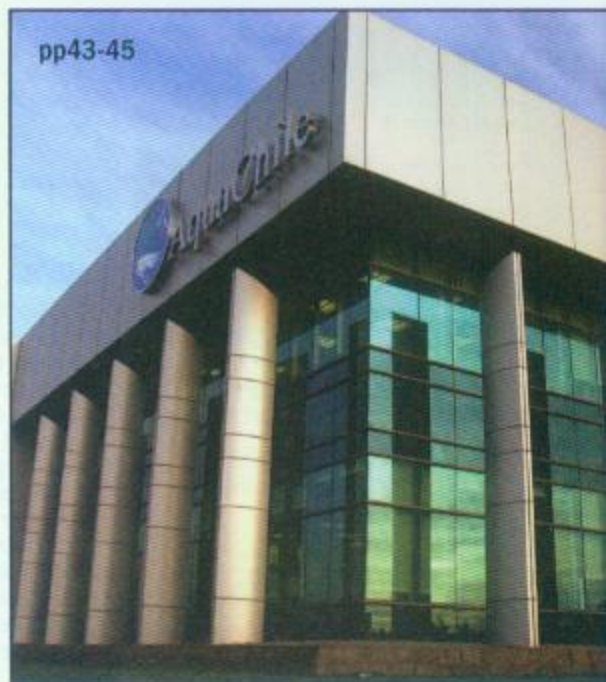
A brave new world

Peru's principal port of Callao is undergoing a transformation. The recent opening of DP World's container terminal and the planned privatisation of its north pier is changing the landscape and raising efficiency levels, as *CI* reports.

60 SECURITY

Locked down

CI reports on a device that can improve levels of container/cargo security while also offering much better track and trace capabilities.



FOCUS ON BRAZIL

63 Focus

Boom time for Brazil

Brazil emerged as one of the fastest growing economies in the world in 2010 and trading volumes rose as a consequence. *CI* reviews the numbers and assesses the nation's future prospects.

64 Focus

Building BRICs

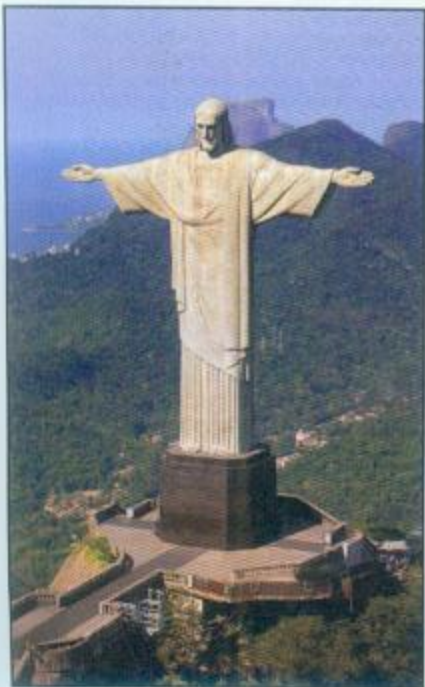
China has emerged as one of Brazil's largest trading partners and the growth prospects for two-way cargo flows is highly promising given the high economic output of both countries. *CI* investigates.

69 Focus

View from the bridge

Ports and terminals are hot property in Brazil as import/export flows rise and the need for developing modern cargo-handling facilities and then running them efficiently increases. *CI* analyses this sector of the country's transport industry by assessing the opportunities and unearthing the challenges.

72 ENDGAME



IN FUTURE ISSUES

Emerging markets have been singled out as the main growth engine for the container shipping industry and ocean carriers, logistics services companies and terminal operators are ploughing capital and resource into them. *CI* commences a series of articles on these regions outlining the opportunities and challenges that lie ahead.

The *JoC*'s annual Transpacific Maritime Conference will address all the hot topics affecting the US container industry, from an in-depth look at the transpacific trade and its supply-demand scenario, to the Federal Maritime Commission's investigations into carrier contracting practices and slow steaming. *CI* will report from the conference.

Container liner shipping companies are continuing to increase their share of the high value perishable products cargo sector, with ocean carriers investing in more insulated containers and in ships fitted with a higher number of electrical points for the reefers. Nevertheless, the specialised reefer shipping industry will survive. *CI* explains why.

The strong economic recovery registered in eastern Europe during 2010 means that this region is once again the most dynamic trading area on the continent. In some respects the recession was good as it meant governments and companies could deal with previous congestion pinch points and supply chain service issues. Nonetheless, as *CI* discovers maintaining cost-competitive and effective freight logistics options remains a huge challenge.

As shippers and consignees' supply chains in China have become increasingly complex, partly as a consequence of production shifting further inland and consumption of higher value imports rising, so the role of logistics companies has become more important. *CI* outlines why.

The operator of Port Said's Suez Canal Container Terminal will double the facility's cargo-handling capacity by the end of 2012. Moreover, it remains highly confident about the facility's future growth prospects, despite the recent protests and regime change that has taken place in Egypt. *CI* reports.

The April focus is on the UK, which is a hugely imbalanced market. Indeed, one out of every three deep-sea TEU imported into the country now comes from China. *CI* examines the way in which the UK's supply chains have changed to meet this demand and the challenges facing ocean carriers, transport service providers and ports/terminals in the future.

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