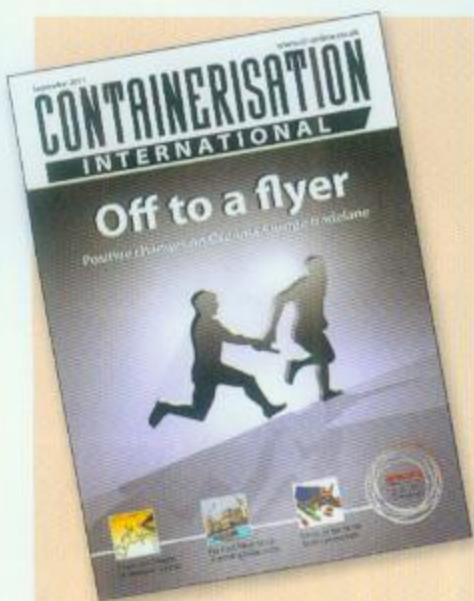


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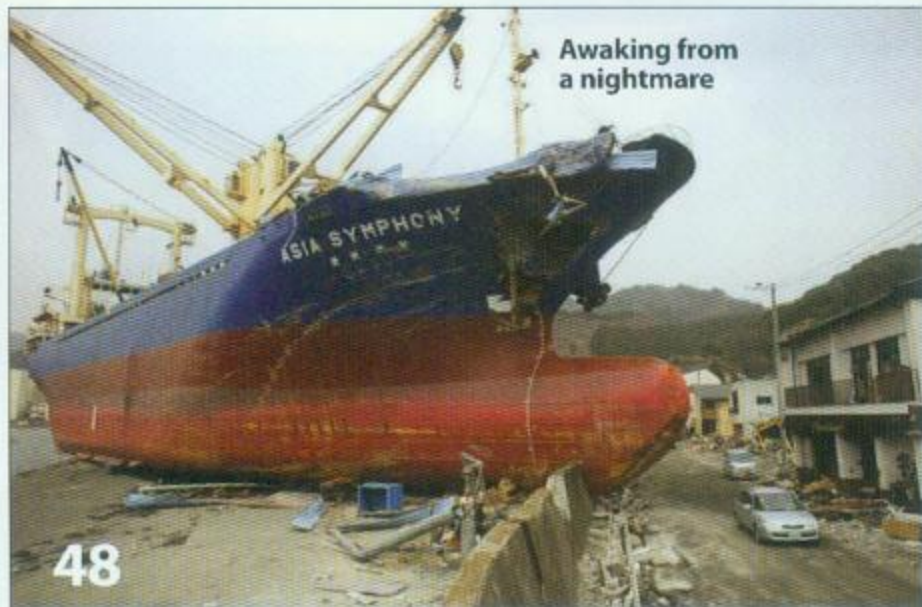


28 Straining at the leash

The tradelane between Oceania and Europe is mainly served via transshipment despite most shippers still preferring direct services. *CI* assesses the latest developments and prospects ahead.

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Peaks and troughs

After an exceptionally good 18 months, the container leasing industry is again facing certain pressures as global trade slows and ocean carriers' losses start to mount again. *CI* posts its annual update on the lessor business.

36 Trade Route

In and out of Africa

The Far East/West Africa trade is one of the fastest growing liner trades in the world with volumes up 20% plus on some corridors this year, compared with 2010. *CI* looks at the reasons why and assesses the trade's prospects.

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Open dialogue

The debate over anti-trust immunity for liner shipping companies has become increasing divisive since the EU banned liner conferences in October 2008. Indeed, Japan has just agreed to maintain its status quo on this issue for several

more years. *CI* examines the pros and cons of this recent decision.

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A silver lining in every cloud

CI looks at how the Icelandic ash cloud of April/May 2010 helped Safmarine consolidate its position in the pharmaceutical export trade from India to Europe and the US.

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In Pole position

Container terminals catering for eastern Europe's rapid expansion are planning for a very different future, as explained by ICTSI's management in Gdynia.

48 Logistics

Awaking from a nightmare

Japan is recovering very quickly from the devastating earthquake which hit the Sendai region of the country in March of this year. *CI* attributes this to Japan's advanced political and socio-economic systems and mainly robust supply chains.

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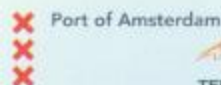
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Suez Canal Container Terminal



52 Terminal
Brazilian shake-up

The new Brazilian port of Itapoa only opened for business in June 2011, yet already a shake-up in the region's container shipping industry is taking place.

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North-south divide

Ports located in the Bohai Bay area of China posted the fastest growth when it came to handling containers in H1 11. *CI* looks at the reasons for this.

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On the shortlist

CI announces its shortlist for the Global Ocean Carrier of the Year, Regional Ocean Carrier of the Year, Port Authority of the Year, Terminal Operating Company of the Year, Logistics Service Provider of the Year and the Container Supplier/Lessor of the Year. The grand luncheon for the final will take place in central London on October 13.

FOCUS ON NORTH AMERICA

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A question of clarity

It seems more unlikely than ever that the mandate for the 100% scanning of all US-bound containerised imports will be implemented next year. Why is this, and what measures might be put in place instead? *CI* investigates.

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American express

President Barack Obama's ambition is for US exports to double within the next five years. Will this objective be realised? *CI* goes in search of answers.

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Canada's main ports have seen a strong recovery in their box traffic since 2009 with 2011 likely to be a record year. But as *CI* reports, it is not all plain-sailing when it comes to the future.

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IN FUTURE ISSUES

Ocean carriers are once again reporting financial losses, but for how much longer? *CI* examines the prospects ahead and possible repercussions for shippers' long-term ocean freight agreements.

China-based liner companies have been impacted by the difficult trading conditions on the main container trades, as their H1 11 financial results show. However, OOCL stands out from the pack and has remained profitable. *CI* explains why.

The Europe/Middle East trade has proved resilient on the back of strong oil and gas prices which has meant high levels of personal, corporate and government expenditure. But can this continue and with exports from the region set to rise substantially what impact will this have on carriers' service plans for the market? *CI* investigates.

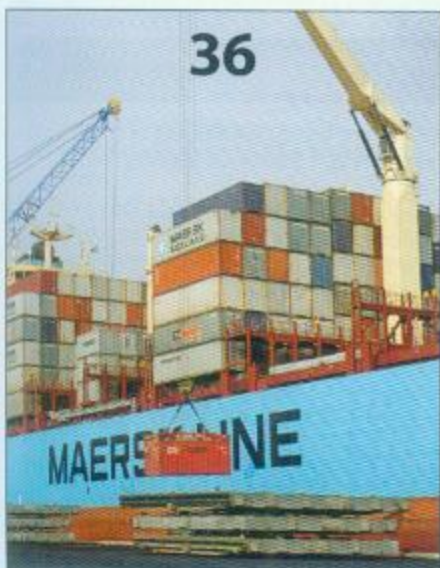
The reefer trade between China and the east coast of South America is booming, with a slew of new services recently launched between the two areas. *CI* looks at the factors behind this growth and the reasons why the sector is likely to remain strong in the future.

Many congested European coastal cities are increasingly questioning if it is in their long term interests to encourage cargo packing and unpacking operations in their ports. As 'push turns to shove', the shift away from port centric logistics is likely to have a major impact on those supply chain managers not already 'on message'

With Bandar Abbas no longer able to attract as many deep-sea services as before due to trade sanctions against Iran, the Georgian ports of Poti and Batumi see bright prospects ahead for handling traffic destined for/originating from the republics of central Asia.

The need for more competition and better infrastructure in India's inland container transport sector remains, but some progress has been made since private companies have been allowed into the market and investment in inland depots has picked up. *CI* reports on the challenges that still lie ahead.

CI reviews the economic and trading prospects for the Black Sea region.



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