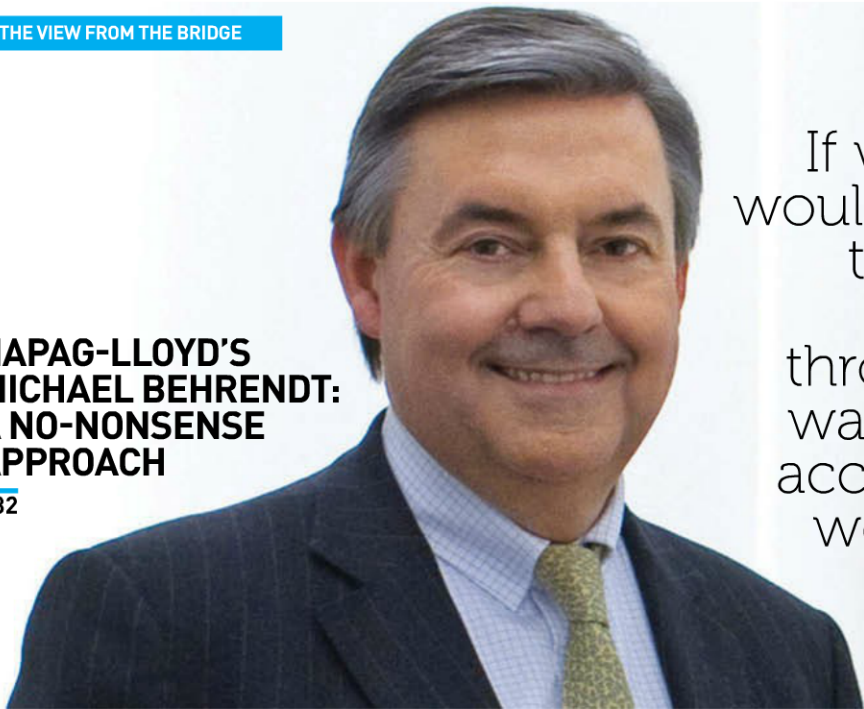


THE VIEW FROM THE BRIDGE



HAPAG-LLOYD'S MICHAEL BEHRENDT: A NO-NONSENSE APPROACH

P32

If we thought it would be cheaper to put money in a sack and throw it into the water instead of accepting cargo, we would do it

DATA HUB

SHIPPER SENTIMENT SURVEY

The second set of results for carriers serving Asia showed big changes in the rankings, with some strong scores within the customer service categories. However, weaker scores were seen within other areas, such as 'Rate flexibility'.

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DATA HUB

TRADE STATISTICS

Container vessels are still expected to load approximately 5% more cargo out Asia in both 2012 and 2013, despite current lacklustre economic growth in the US and Europe.

P06

DATA HUB

FREIGHT FORECASTER

This month's analysis of future freight rates covers several tradelanes out of Asia, including the mighty transpacific, where the signs are much more promising for ocean carriers.

P12

DATA HUB

CARRIER QUARTERLY

The top 20 ocean carriers continued to gain market share in the five months up to April 1, 2012, but only due to their focus on big ships.

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DATA HUB

BOX LEASING RATES

Following a difficult nine months, there are signs that life is returning to the container leasing industry and that 2012 will be a stronger year than first thought. Andrew Foxcroft* explains why.

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DATA HUB

CHARTER RATES

The containership charter market is expected to remain extremely challenging for the remainder of 2012, despite per diem rates stabilising during the first three months of the year.

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DATA HUB

WORLD FLEET UPDATE

The past month saw freight rates rise in many tradelanes and the amount of tonnage laid up fall substantially. Yet markets remained difficult and ship valuations slipped further.

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A BIG WIDE WORLD

SALARY SHIFT SHUFFLES PACK

Philippe Hoehlinger says that rising wage inflation in Asia will affect container shipping patterns.

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BOX WORLD BRIEFING

NEWS ANALYSIS

- Taiwan's big three hit red in 2011
- Duo joins Hapag-Lloyd in rate hike
- Transnet to expand container rail capacity
- EC fines 'price-fixing' forwarders
- US rail traffic up in Q1 12
- HPH posts improved results

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VIEW FROM THE BRIDGE

CALL FOR CHANGE

Hapag-Lloyd's ceo Michael Behrendt explains to *Containerisation International* why the fundamentals of container service management need to be changed.

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THE CARRIERS UP CLOSE

A STABLE APPROACH

Creating stability on the transpacific trade is the main aim of Hyundai Merchant Marine North American's vice president. He spoke exclusively to *Containerisation International*.

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TRADE ROUTE INTELLIGENCE

A TRUCE, BUT FOR HOW LONG?

Ocean carriers have quelled their competition over market share in the Asia-northern Europe, trade, but it is an uneasy truce.

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THE SHIPPER UP CLOSE

A TASTE FOR CHINA

US confectionery company Brown & Haley is targeting China and emerging markets for growth. *Containerisation International* investigates its strategy.

P43

THE SHIPPER UP CLOSE

SPILLING THE BEANS

Cocoa is an important crop for container shipping companies trading in regions like West Africa, but it has its problems.

P45

PORT-SIDE

CARIBBEAN CRUNCH

A new report states that a failure to invest in infrastructure and maritime transport is holding back the region's trading potential. *Containerisation International* assesses the study's findings.

P49

OPPORTUNITIES & RISK

TAXING TIMES

The FMC investigates US west coast ports' claims that the Harbor Maintenance Tax is diverting cargo to Canada. What is the solution? *Containerisation International* reports.

P52

THE TECH DIFFERENCE

BLUE WATER THINKING

Containerisation International reviews a new software product that aims to change the way that ocean carriers view their cost-cutting practices and run their liner services.

P54

'SHOW ME THE MONEY!'

OUT WITH THE OLD IN WITH THE NEW

Charles de Trenck continues his round-up of ocean carriers' fiscal 2011 results and looks at what 2012 might offer.

P56



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There may be harbours that are bigger than we are but not in our part of the world. Port of Gothenburg is the largest one in Scandinavia, where 175 ships call in each week. Thanks to our efficient and sustainable transport network, we reach 70 % of the industrial production in the Scandinavian markets in six hours.



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