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Port of LA caught up in 11th-hour network planning

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Habben Jansen calls for closer relationship between shippers and carriers

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Buyers for mid-sized Israeli line could be sought later in the year, write James Baker and Janet Porter

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Big European banks still wary of facilitating Iranian trade, but business is slowly picking up, write Linton Nightingale and David Osler

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YANG MING TO STUMBLE BUT NOT FALL

Taiwanese carrier will likely survive its financial crunch through refinancing and better earnings, writes Cichen Shen

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A SMALLER ALTERNATIVE TO LARGE BOX LINES?

Shippers should invite smaller regional lines to enter the deepsea trades, writes Christa Sys

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TRUMP'S PROTECTIONISM PUTS CANADIAN PORTS AT RISK

US-first policies threaten to derail progress of Canadian Pacific gateways, writes Linton Nightingale

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Bjorn Vang Jensen bemoans lack of information following the crisis, as once again shippers were left in the dark, writes Linton Nightingale

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As the canal celebrates the first 1,000 transits of its new locks, ACP administrator Jorge Qulano looks to its future role in world trade, writes James Baker

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A new report identifies potential solutions for the economies of South and Central America, writes James Baker

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Liberalising cabotage trades could offer hope for carriers, writes Olaf Merk

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New alliances could create renewed instability, writes Janet Porter

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Top ship finance banker expresses optimism about industry outlook as box lines begin to behave like normal industrial corporations, writes Janet Porter

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Terminal operator's new chief executive says the focus will switch to utilising existing assets, writes Linton Nightingale

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Liner operators may be strengthening their grip on the refrigerated market, but cannot escape the rate rot, writes Linton Nightingale

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The shape and structure of the new alliances' service networks is beginning to emerge, writes Alan Murphy

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Big demand for big tonnage: New alliances trigger a flurry in larger fixtures and renew market optimism, writes Linton Nightingale

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Supply curb to lift transatlantic load factors in 2017, yet political and economic factors will hang heavy, reports Linton Nightingale

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Global containerised trade estimated to have grown 2% last year, writes MDS Transmodal

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