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ASIAN SHIPPER
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Container radiation detectors installed at Montreal port

THE Port of Montreal has installed new radiation equipment to enhance the ability of the Canada Border Services Agency (CBSA) to scan containers.

"This will add a significant layer of security at this port while helping to facilitate the smooth flow of trade," said Canadian Public Safety Minister Stockwell Day.

Radiation detection equipment locates and identifies sources of both natural and artificial radiation to prevent potential threats from entering Canada. Systems are operating at terminals in Saint John, New Brunswick, and now Montreal, and installation is ongoing in Vancouver and Halifax, a statement from port authorities said.

The two main tools used by the CBSA to detect radiation in a container are radiation detection portals and carborne units.

A radiation detection portal is a set of two four-metre-high panels that are anchored to the ground and placed wide enough apart for a container to pass through. When a container is taken off a vessel, it is placed on a transport vehicle and driven through the portal.

The automated screening system can quickly scan cargo containers to determine if radiation is present and the level of radiation detected.

A carborne unit is normally used during a secondary examination. This mobile screening system is mounted onto the roof of a vehicle and can detect types and levels of radiation.

TOP

Nautical Institute book blames maritime tradition for slow uptake of high-tech IT

TRADITIONAL maritime culture retards innovation in the shipping industry that still lags behind shoreside industries in information technology, according to a new book by John Robinson from the UK's Nautical Institute.

Dr Robinson, author of "Waves of Change" argues that the lack of adequate IT infrastructure prevents the shipping industry from exploiting the benefits of the internet and high speed communications, and points to insufficient operating experience to capitalise on opportunities created by wider and faster access to information.

"There is something of a chicken and egg situation," said Dr Robinson, "because mariners cannot exploit an advanced system they have not got."

On the other hand, "if companies adopted similar strategies to shore based companies, improved satellite services could have been designed for the benefit of the industry. As it is, it may be the mobile satellite technology which will come to revolutionise the way communications are used at sea in future"

Additional information on this publication is available on The Nautical Institute web site, www.nautinst.org. The Nautical Institute is an international professional body for qualified mariners, with 40 branches worldwide and 7,000 members in over 110 countries.

TOP

Kuehne + Nagel's takeover results in 45.5pc profit rise

CHIEF Executive Officer of Kuehne + Nagel International Klaus Herms, told the company's annual general meeting (AGM) that the firm's integrated logistics business model was fostering its global growth.

The Swiss logistics giant recorded net earnings growth of 45.5 per cent in 2006 to a record CHF458 million (US$373.7 million), attributed to the rapid and successful integration of the ACR Group that was acquired in January 2006.

Profit from sea freight rose 41.4 per cent, while in airfreight earnings grew 19.1 per cent. In rail and road, profit was up 25.9 per cent over 2005. The 160.7 per cent EBITDA rise in contract logistics was mainly due to the ACR acquisition, as well as new business wins.

In his address, Klaus-Michael Kuehne, executive chairman of the group's board of directors, expressed his pleasure with the excellent turnover and earnings achieved in 2006, pointing to strong organic growth in sea and airfreight.

The operational result (EBITDA) in 2006 improved by 52.3 per cent to CHF855 million largely due to substantial volume and productivity increases, with acquisitions accounting for 26.8 per cent, organic growth 22.7 per cent, and currency effects 2.8 per cent.

TOP

China Eastern flies to China-Maldives-Johannesburg

CHINA Eastern Airlines has started flying to South Africa, following the launch of its Shanghai-Maldives-Johannesburg service, Logistics Week reports.

The service uses an Airbus A340-300 with flight MU213 departing Tuesdays and Fridays from Shanghai Pudong International Airport at 2355hrs, arriving in the Maldives at 0455hrs the next day. The same flight then departs from the Maldives at 0605hrs and lands in Johannesburg at 1015hrs.

On the return leg, flight MU214 departs Johannesburg at 1405 hrs, touching down in the Maldives at 0050hrs the following day. The flight then takes off from the Maldives at 0200hrs and lands in Shanghai Pudong at 1220hrs (all local time).

TOP

Emirates faith unshaken, signs for four more Airbus A380s

DUBAI's airline Emirates has signed a contract for four more Airbus A380s, bringing the total number of Airbus aircraft ordered to 47.

The carrier is the main launch customer for the European aircraft manufacturer's super jumbo, which is scheduled to be first delivered in the third quarter of 2008.

The fuel-efficient Airbus A380 is expected to help meet Emirates' growing demand for passenger services.

"We have repeatedly said we are committed to the A380 and, having now fully settled all past issues, this agreement should leave no doubt about our faith in Airbus," said Ahmed bin Saeed Al-Maktoum, chairman and chief executive of Emirates Group.

Said Airbus CEO Louis Gallois: "A repeat order for the A380 from a leading airline is a huge vote of confidence. Emirates has great ambitions and we are delighted that our partnership which dates back to 1985, continues to grow."

The latest order for the four additional A380s brings the number of new aircraft on Emirates' current order book to 107. These aircraft are collectively worth AED111 billion (US$30.2 billion) at list prices. Over the next eight years, the airline is expected to continue to take delivery of one new aircraft each month on average.

For the year ended March 31 2007, the Emirates Group reported net profits of AED3.5 billion, an increase of 23.5 per cent over the previous year. Within this total, Emirates Airline contributed profits of AED3.1 billion, up from AED2.5 billion a year earlier.

TOP

FedEx Trade Networks unveils redesigned WorldTariff web site

FEDEX Trade Networks, a subsidiary of FedEx Corp., has revamped its WorldTariffSM web site.

Located at www.worldtariff.com, the site provides customers with duty and tax information for 123 countries. A WorldTariff editorial team collects data from the world's customs authorities, then simplifies, standardises and translates it into English.

The redesigned WorldTariff web site includes more online duty and tax content than previously offered, on-demand access, and simplified pricing, a company statement said. In addition to annual subscription offerings, WorldTariff now enters the on-demand trade facilitation content market by providing access to duty and tax information without an annual commitment or minimum purchase requirement.

An online query provides customers with duty and tax information for an entire four-digit heading pertaining to the destination country of their choice including: harmonised system (HS) codes, most favoured nation (MFN) applied duty rates, value added tax (VAT), and excise tax and miscellaneous taxes assessed at import.

"WorldTariff strives to be the preferred duty and tax provider for both large and small businesses regardless of carrier or customs broker preference. Current WorldTariff clients include trade promotion agencies, international law and consulting firms, universities, third party logistics companies, customs brokers, freight forwarders and software companies," said Ed Clark, president and CEO of

FedEx Trade Networks.

MOL's Diamond Ferry, Blue Highway Line to merge

THE Diamond Ferry Co., Ltd and Blue Highway Line West Japan, which are both part of the MOL Group, will merge on July 1.

The merger is the culmination of a business tie-up that dates back to 2001 since when the companies shared a common management.

The merger has been approved by both companies' shareholders in a bid to reinforce their strength to counter the negative affects of high bunker fuel prices, and improve company service, a statement from MOL said.

Following the merger, the firms plan to continue developing their business under the name of, the Diamond Ferry Co., Ltd.

The merged company will be based in Kyushu and have a paid-in capital of JPY1 billion (US$8.34 million). It will be headed by president Shin-ichi Takemoto, who will be in charge of 318 staff.

The main business will be operating the Hanshin-Nakakyushu ferry service, which provides four daily sailings both in - and outbound and is jointly operated with "K" Line. The merged company will also operate the Osaka-Minamikyushu ferry service, which has one daily sailing both in and outbound.

CIG Yangtze Ports to expand stake in Wuhan terminal

CIG Yangtze Ports, a river terminal operator, plans to take a 40 per cent stake in the development of four berths in Phase II of Wuhan International Terminal Port for HK$800 million (US$102.31 million).

CIG already has an 85 per cent stake in Phase I of Wuhan International Terminal Port in central China which has two berths, according to a report by The Standard, Hong Kong, citing CIG chairman Edward Chow Kong-fai.

The Phase II expansion is expected to increase Wuhan International Terminal's handling capacity to 1.2 million TEU by 2010, making the terminal the biggest in western and central China, and accounting for 80 per cent of Wuhan's total container throughput.

CIG has signed a binding agreement with the Hubei provincial government and the company awaits the official go-ahead. Expansion will be financed by bank loans of other debt instruments, Mr Chow told CIG's recent annual general meeting in Hong Kong.

Mr Chow also revealed that his company intends to move into the logistics industry, as well as being a terminal operator.

Phase I of the terminal handled 107,384 TEU in 2006, an increase of 82 per cent over the previous year, the report added.

TOP

GPA, CBP install inspection tracking software

THE Georgia Ports Authority (GPA) has teamed up with US Customs and Border Protection (CBP) to develop a real-time container inspection tracking system, in a bid to strengthen communication between the two agencies and port security.

This new web-based system, known as COAT, was launched in the first quarter to represent four processes: ATCET (Contraband Enforcement Team), Outbound, Agriculture and Trade. COAT enables customs officers to notify the port authority when a container is designated for inspection, creates work orders to move containers through the inspection process, updates seal changes and tracks the release of individual containers.

"At a time when greater efficiency and security are both required to grow container operations, it is critical that we develop new technologies to meet our needs," said GPA executive director Doug Marchand. "The COAT system does exactly that."

COAT replaces a stand-alone database system previously used in-house by CBP in Savannah. The COAT system is directly integrated with Navis Express at the Port of Savannah. GPA's customers may track shipments online through Express in real-time, a statement from port authorities said.

The COAT software also alerts CBP to the location of held containers in the process of being cleared, which is expected to bolster port security.

"Although the Automated Manifest System (AMS) is the sole release notification system for the trade community, the development of COAT to track containers has minimised the possibility that cargo exits the port without inspection," said Lynn Brennan, CBP acting port director for Savannah.

TOP

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