Liner Shipping 2025 How To Survive And Thrive

Handbook of Global Logistics
Arctic Security in an Age of Climate Change
The Regulation of Continental Shelf Development
The BoxPulp and paper capacities, survey 2020-2025 / Capacités de la pâte et du papier, enquête 2020-2025 / Capacidades de pulpa y papel, estudio 2020-2025
The Future of Ocean Governance and Capacity Development
Port Development and Competition in East and Southern Africa
The Business of Shipping
LNG Supply Chains and the Development of LNG as a Shipping Fuel in Northern Europe
Dynamics in Logistics
Review of Maritime Transport 2015
Liner Shipping 2025
Infrastructure Investment in Indonesia: A Focus on Ports
Accounting Down to the Sea in Ships
Savannah Harbor Expansion Project Chatman County, Georgia and Jasper County, South Carolina
Boston Harbor Massachusetts Deep Draft Navigation Improvement Project
Sustainable Shipping Outside the Box
Review of Maritime Transport 2017
Handbook of Container Shipping Management
The Shipping Man
Computational Logistics
Omnibus Water Resources Development Act of 1976
Review of Maritime Transport 2020
Global Liner Shipping Culture Shock in Maersk Line
ITF Transport Outlook 2017
ITF Round Tables
Port Investment and Container Shipping Markets
The Rail Freight Challenge for Emerging Economies
Review of Maritime Transport 2019
Dynamic Shipping and Port Development in the Globalized Economy
Review of Maritime Transport 2016
Maritime Container Port Security
Shipping Services and Their Impact on Container Port Competitiveness

Innovations in Shipping

Dynamic Shipping and Port Development in the Globalized Economy

Review of Maritime Transport 2018

Emerging Trade Corridors and Texas Transportation Planning

Canadian Shipping and Marine Engineering News

Culture shock in Maersk Line is the first detailed description of the significant cultural changes which have taken place in one of Denmark's most iconic companies over the past 15 years. It has been a turbulent period, where old virtues have been replaced, and the old anarchistic entrepreneurs have been replaced by a modern and professional focus on hard results. As Maersk employees who participated in the book acknowledge: "Maersk Line today, and Maersk Line 10 years ago, have only two things in common: They ship containers, and they are headquartered on Esplanaden in Copenhagen. Everything else has changed."--From back cover.

The Review of Maritime Transport is an UNCTAD flagship publication, published annually since 1968. It provides an analysis of structural and cyclical changes affecting seaborne trade, ports and shipping, as well as an extensive collection of statistical information. The present edition of the Review of Maritime Transport takes the view that the long-term growth prospects for seaborne trade and maritime businesses are positive, with ample opportunities for developing countries to generate income and employment and help promote foreign trade. This report captures ways in which policy makers and senior officials in railway organizations from emerging economies can accelerate modal shift to rail. Such officials, as well as the general public, aspire for more freight to be moved by rail. The environmental and societal benefits of such a
shift are compelling. And yet investment in railways is often not followed by a corresponding increase in freight moved by rail. This report highlights the fact that, in a world of changing global supply chains and logistics, the approach to regaining modal share needs to be different. The expectation that lower cost and efficient rail service will automatically lead to modal shift from road to rail has not been a reality in most emerging economies. Modern railways focus on understanding the logistics of targeted freight and positioning rail transport services as part of an overall logistics system aimed at meeting the needs of customers. Shipping expert Lorange explains his strategic framework for modern shipping firms, for shipping executives and those preparing to enter the industry. "In April 1956, a refitted oil tanker carried fifty-eight shipping containers from Newark to Houston. From that modest beginning, container shipping developed into a huge industry that reshaped manufacturing. But the container didn't just happen. Its adoption required huge sums of money, years of high-stakes bargaining, and delicate negotiation on standards. Now with a new chapter, The Box tells the dramatic story of how the drive and imagination of an iconoclastic entrepreneur turned containerization from an impractical idea into a phenomenon that transformed economic geography, slashed transportation costs, and made the boom in global trade possible." -- Page 4 de la couverture. With over 80 per cent of global trade by volume and more than 70 per cent of its value being carried on board ships and handled by seaports worldwide, the importance of maritime transport for trade and development cannot be overemphasized. The 2017 Review of Maritime Transport presents and
discusses key developments in the world economy and international trade and related impacts on shipping demand and supply, freight and charter markets, as well as seaports and the regulatory and legal framework. In addition to relevant developments in 2016 and the first half of 2017, this year's edition of the Review also features a special chapter on maritime transport connectivity, reflecting the prominence of physical and electronic connectivity as a priority area in the trade and development policy agenda. This two volume book presents an in-depth analysis of many of the most important issues facing today's shipping and port sectors. Volume 1 of Dynamic Shipping and Port Development in the Globalized Economy focuses on the application of theory to practice in Maritime Logistics. This two volume book presents an in-depth analysis of many of the most important issues facing today's shipping and port sectors. Volume 1 of Dynamic Shipping and Port Development in the Globalized Economy focuses on the application of theory to practice in Maritime Logistics. The ITF Transport Outlook provides an overview of recent trends and near-term prospects for the transport sector at a global level, as well as long-term prospects for transport demand to 2050, for freight (maritime, air and surface), passenger transport (car, rail and air) and CO2 emissions. Access to frequent and reliable shipping services is key for developing countries’ trade with overseas markets. Firms cannot export competitively and participate global value chains without adequate transport connectivity, and maritime transport continues to be the dominant mode of shipping goods. Seaborne trade accounts for about 80 per cent of global trade volumes, with an even higher share for most developing countries. As in previous issues since
1968, the 2015 Review of Maritime Transport contains a wealth of analysis and unique data. The Review is the renowned United Nations source of statistics and analysis on seaborne trade, the world fleet, freight costs, port traffic and the latest trends in the legal and regulatory environment for international maritime transport. This year’s Review includes a special focus on maritime transport and sustainable development. International shipping is currently at a crossroads. The decision of the International Maritime Organization (IMO) in April 2018 to adopt an Initial Strategy so as to achieve by 2050 a reduction of at least 50% in maritime greenhouse gas (GHG) emissions vis-à-vis 2008 levels epitomizes the last among a series of recent developments as regards sustainable shipping. It also sets the scene on what may happen in the future. Even though many experts and industry circles believe that the IMO decision is in line with the COP21 climate change agreement in Paris in 2015, others disagree, either on the ground that the target is not ambitious enough, or on the ground that no clear pathway to reach the target is currently visible. This book takes a cross-disciplinary view of the various dimensions of the maritime transportation sustainability problem. “Cross-disciplinary” means that a variety of angles are used to examine the book topics, and these mainly include the technological angle, the economics angle, the logistics angle, and the environmental angle. The book reviews models that can be used to evaluate decisions, policy alternatives and trade-offs. For sustainable shipping, a spectrum of technical, logistics-based and market based measures are being contemplated. All may have important side-effects as regards the economics and logistics of the
maritime supply chain, including ports and hinterland connections. The objective to attain an acceptable environmental performance, while at the same time respecting traditional economic performance criteria so that shipping remains viable, is and is likely to be a central goal for both industry and policy-makers in the years ahead. At the same time, policy fragmentation is likely to create distortions of competition and sub-optimal solutions. This book attempts to address these issues and identify better solutions. Sustainable Shipping: A Cross-Disciplinary View includes chapters that cover many relevant topics. These include a general view of maritime transport sustainability, green ship technologies, information and communication technologies (ICTs) for sustainable shipping, green tramp ship routing and scheduling, green liner network design and speed optimization. Market based measures, oil pollution, ship recycling, sulphur emissions, ballast water management, alternative fuels and green ports are also covered. The book concludes by discussing prospects for the future, with a focus on the IMO Initial Strategy. "This book contains a unique wealth of information on sustainable shipping. The knowledge it provides is rigorous, complete, and well supported by statistics, technical reports, and scientific references. The treatment of the various topics is not only informative but also analytical and critical." —Gilbert Laporte, Maritime Economics & Logistics (12 May, 2020)

This series contains the decisions of the Court in both the English and French texts. Introducing a new methodology for measuring competitiveness in shipping ports, this analysis provides policy makers, industry practitioners, and academics with a pragmatic approach to the peculiarities of large ports around
the world. Using quantitative measures as well as holistic and cultural considerations, the manual describes the general workings of the container port and shipping industry and provides in-depth case studies of ports in Southeast Asia, the Pearl River Delta, the Yangtze River Delta, and Northwest Europe. The International Ocean Institute - Canada has compiled more than 80 insightful essays on the future of ocean governance and capacity development, based largely on themes of its Training Program at Dalhousie University in Canada, to honor the work of Elisabeth Mann Borgese (1918-2002). Placing special emphasis on the significant security issues associated with modern container international transport, this book provides in-depth exploration of both United States and European Union port and shipping policy, alongside that of wider international trade. The authors take an original and topical look at the security initiatives introduced by the USA and their impact in the EU. Based on original research by renowned experts in the field, this book provides vital insight for academics, government policymakers and practitioners. Infrastructure Investment in Indonesia: A Focus on Ports presents an important and original collation of current material investigating the efficient facilitation of major infrastructure projects in Indonesia and Australia, with an emphasis on infrastructure investment and a focus on port planning and development. This interdisciplinary collection—spanning the disciplines of engineering, law and planning—draws helpfully on a range of practical and theoretical perspectives. It is the collaborative effort of leading experts in the fields of infrastructure project initiation and financing, and is based on international research conducted by the University of Melbourne,
Universitas Indonesia and Universitas Gadjah Mada. The volume opens with a macroscopic perspective, outlining the broader economic situations confronting Indonesia and Australia, before adopting a more microscopic perspective to closely examine the issues surrounding major infrastructure investment in both countries. Detailed case studies are provided, key challenges are identified, and evidence-based solutions are offered. These solutions respond to such topical issues as how to overcome delays in infrastructure project initiation; how to enhance project decision-making for the selection and evaluation of projects; how to improve overall efficiency in the arrangement of project finance and governance; and how to increase the return provided by investment in infrastructure. Special focus is given to proposed improvements to the portal cities of Indonesia in the areas of major infrastructure project governance, policies, engagement, operation and processes. By rigorously investigating the economic, transport, finance and policy aspects of infrastructure investment, this book will be a valuable resource for policy makers and government officials in Indonesia and Australia, infrastructure investment organisations, and companies involved in exporting services between Indonesia and Australia. This book will also be of interest to researchers and students of infrastructure planning and financing, setting a solid foundation for subsequent investigations of financing options for large-scale infrastructure developments. These proceedings contain research presented at the 6th International Conference on Dynamics in Logistics, held in February 2018. The integration of dynamics within the modeling, planning and control of logistic processes and
networks has shown to contribute massively to the improvement of the latter. Moreover, diversification of markets and demand has increased both the complexity and the dynamic changes of problems within the area of logistics. To cope with these challenges, it must become possible to identify, describe and analyze such process changes. Moreover, logistic processes and networks must be revised to be rapidly and flexibly adaptable to continuously changing conditions. This book presents new ideas to solve such problems, offering technological, algorithmic and conceptual improvements. It primarily addresses researchers and practitioners in the field of industrial engineering and logistics. "Marc Levinson offers a brief history of globalization through the stories of the fascinating people and companies that built global supply chains. In Small World he will follow the thread of the balance between people in the private sector pursuing new ways to make goods and do business and governments eliminating barriers. These two spheres-the private sector and government-did not go global in tandem, and many developments in one sphere were far more impactful in the other than imagined at the time. The book will narrate the development of global supply chains in response to trends in both, telling stories ranging from a Prussian-born trader in New Jersey in the 1760s who dreamed of building a vertically-integrated metals empire, to new megaships too big to call on most of the world's ports leaving half empty, as globalization entered a new stage in its history around 2006. Bringing the story up to the present, Levinson engagingly illustrates how we're not experiencing the end of globalization, only its transformation. As one type of globalization is declining, a new one is on the
The Review of Maritime Transport is an UNCTAD flagship publication, published annually since 1968 with 2018 marking the 50 year anniversary. Around 80 per cent of the volume of international trade in goods is carried by sea, and the percentage is even higher for most developing countries. The Review of Maritime Transport provides an analysis of structural and cyclical changes affecting seaborne trade, ports and shipping, as well as an extensive collection of statistical information.

Port Development and Competition in East and Southern Africa analyzes the 15 main ports in East and Southern Africa (ESA) to assess whether their proposed capacity enhancements are justified by current and projected demand; whether the current port management approaches sufficiently address not only the maritime capacity needs but also other impediments to port efficiency; and what the expected hierarchy of ports in the region will be in the future. The analysis confirms the need to increase maritime capacity, as the overall container demand in the ports in scope is predicted to begin exceeding total current capacity by between 2025 and 2030, while gaps in terms of dry and liquid bulk handling are expected even sooner. However, in the case of many of the ports, the issue of landside access—the ports’ intermodal connectivity, the ease of international border crossing, and the port-city interface—is more important than the need to improve maritime access and capacity. The analysis finds that there is a need to improve the operating efficiency in all of the ESA ports, as they are currently less than half as productive as the most efficient ports in the matched data set of similar ports across the world, in terms of efficiency in container-handling operations. Similarly, there is a
need to improve and formalize stakeholder engagement in many of the ports, to introduce modern management systems, and to strengthen the institutional framework to ensure the most efficient use of the infrastructure and to be able to attract private capital and specialist terminal operators. Finally, given the ports’ geographic location and proximity to main shipping routes, available draft, and the ongoing port-and-hinterland development, the book concludes that Durban and Djibouti are the most likely to emerge as the regional hubs in ESA’s future hub-and-spoke system.

Global logistics entails tradeoffs in facility location, distribution networks, the routing and scheduling of deliveries by different modes of travel (e.g., air, water, truck, rail), procurement, and the overall management of international supply chains. In an increasingly global economy, then, logistics has become a very important matter in the success or failure of an organization. It is an integral part of supply chain management that involves not just operations management considerations, but production engineering and regional science issues as well. As Director of the prestigious Waterloo Management of Integrated Manufacturing Systems Research Group (WATMIMS), which specializes in logistics and manufacturing, Jim Bookbinder is uniquely qualified to edit a handbook on global logistics. He has aligned a set of prominent contributors for this volume. The chapters in the Handbook are organized into discrete sections that examine modes; logistics in particular countries; operations within a free-trade zone; innovative features impacting international logistics; case studies of specific companies; and a look toward the future. Contributors are from the Americas, Europe, and Asia, and they push the state of the art in areas
such as trade vs. security; border issues; cabotage within NAFTA; Green logistics corridors within the EU; inland ports; direct-to-store considerations; and all the questions that need to be confronted in any given region. This will certainly appeal to researchers and practitioners alike, and could serve as required or supplementary reading in graduate-level logistics courses as well. This book constitutes the refereed proceedings of the 9th International Conference on Computational Logistics, ICCL 2018, held in Vietri sul Mare, Italy, in October 2018. The 32 full papers presented were carefully reviewed and selected from 71 submissions. They are organized in topical sections as follows: maritime shipping and routing, container handling and container terminals, vehicle routing and multi-modal transportation, network design and scheduling, logistics oriented combinatorial optimization. The lack of international conventional law governing the operational aspects of continental shelf activity may be characterized as unfinished business of the UN Convention on the Law of the Sea. The Convention, adopted in 1982, generally addressed the issue but did not consider more detailed development of the legal regime for the continental shelf. In The Regulation of Continental Shelf Development: Rethinking International Standards, leading experts from around the world identify and explore a multitude of the unresolved legal concerns related to the continental shelf. The varied voices of experts collected within The Regulation of Continental Shelf Development: Rethinking International Standards offer a timely understanding of past, present, and future issues related to the continental shelf. The volume is a must-read for all those interested in environmental law and the law of the sea.
undergoing the largest transformation since the invention of the container itself. The core business models and business cultures which made the shipping lines successful are now failing. The coming decade will see the emergence of new business models suited for a new environment. This transformation is a source of significant opportunity for industry stakeholders, but equally a source of grave risk should existing companies fail to adapt accordingly. This book provides a foundation for industry stakeholders to understand the trends impacting the industry, allowing them to identify the right questions to ask in order to not only survive, but thrive towards 2025. The annual FAO survey of world pulp and paper capacities is based on figures received from correspondents. The following are some features of the presentation: country tables for pulp and paper are presented on one page; grade tables show the volume of production capacity by country, for each product and product aggregate code; and production tables by country. Le recensement annuel de la FAO sur les capacités mondiales de production de pâte et de papier se fond sur les chiffres envoyés par les correspondants. La présentation des données est caractérisée par les points suivants: les tableaux par pays pour la pâte et le papier sont présentés chacun sur une page; les tableaux par produit indiquent la capacité de production par pays, pour tous les produits et groupes de produits codés; et les tableaux de production par pays. La encuesta anual de la FAO sobre la capacidad mundial de producción de pulpa y papel se basa en los datos recibidos de los corresponsales. Cabe señalar las siguientes características de la presentación: los cuadros relativos a la pulpa y papel por países se ofrecen en una página; los cuadros por productos
indican el volumen de la capacidad de producción por países, en relación con cada producto y el código de la suma de productos; y los cuadros de producción por país. This report examines the issues that need to be considered before the decision to proceed to costly expansions with long-life spans and a structural influence on the local and national economy. The report benefits from a case study of Chile. "For millennia, the seaways have carried our goods, cultures and ideas, the terrors of war and the bounties of peace and they have never been busier than they are today. But though our normality depends on shipping, it is a world which passes largely unconsidered, unseen and unrecorded. Out of sight, in every lonely corner of every sea, through every night, every day, and every imaginable weather, tiny crews of seafarers work the giant ships which keep landed life afloat. These ordinary men (and they are mostly men) live extraordinary lives, subject to pressures we know families, relationships, dreams and fears and to dangers and difficulties we can only imagine, from hurricanes and pirates to years of confinement in hazardous, if not hellish, environments. Horatio Clare joins two container ships, travelling in the company of their crews and captains. Together they experience unforgettable journeys: the first, from East to West (Felixstowe to Los Angeles, via Suez) is rich with Mediterranean history, torn with typhoon nights and gilded with an unearthly Pacific peace; the second northerly passage, from Antwerp to Montreal, reeks of diesel, wuthers with gales and goes to froz""Introduction to Financial Statements
Knowing the numbers is sometimes even a matter of corporate survival. Consider the story of Columbia Sportswear Company, headquartered in Portland, Oregon. Gert Boyle's family fled Nazi
Germany when she was 13 years old and then purchased a small hat company in Oregon, Columbia Hat Company. In 1971, Gert's husband, who was then running the company, died suddenly. Gert took over the small, struggling company with help from her son Tim, who was then a senior at the University of Oregon. Somehow, they kept the company afloat. Today, Columbia has more than 4,000 employees and annual sales in excess of $1 billion. Its brands include Columbia, Mountain Hardwear, Sorel, and Montrail. Employers such as Columbia Sportswear generally assume that managers in all areas of the company are "financially literate." To help prepare you for that, in this text you will learn how to read and prepare financial statements, and how to use key tools to evaluate financial results using basic data analytics."

--When restless New York City hedge fund manager Robert Fairchild watches the Baltic Dry Cargo Index plunge 97%, registering an all-time high and a 25-year low in six months, he decides to buy a ship. Part fast-paced thriller, part ship finance text book, The Shipping Man is required reading for anyone interested in capital formation for shipping. Introduces the global liner shipping industry and gives clear guidelines for dealing with challenges and disruptions. World maritime trade lost momentum in 2018, with volumes expanding at 2.7 per cent, below the historical averages of 3.0 per cent and 4.1 per cent recorded in 2017. Total volumes are estimated to have reached 11 billion tons, an all-time high, according to UNCTAD records. UNCTAD is projecting 2.6 per cent growth in 2019 and an annual average growth rate of 3.4 per cent for the period 2019-2024. However, the outlook remains challenging, given the heightened uncertainty regarding trade policy and wide-ranging downside risks clouding the horizon. In 2018, world
merchandise trade growth decelerated at an unexpected rate, and tariffs on trade between China and the United States of America escalated amid mounting trade tensions and a proliferation of national trade-restrictive measures. Apart from trade policy crosscurrents, geopolitics and sanctions, environmental concerns, fuel economics and tensions involving the Strait of Hormuz - a strategic maritime chokepoint - were in the headlines. Other forces at work continued to slowly reshape the maritime transport landscape. A new normal, contrasting with the historical perspective, appears to be taking hold. This trend is characterized by overall moderate growth in the global economy and trade, a supply chain restructuring in favour of more regionalized trade flows, a continued rebalancing of the Chinese economy, a larger role of technology and services in value chains and logistics, intensified and more frequent natural disasters and climate-related disruptions, and an accelerated environmental sustainability agenda with an increased awareness of the impact of global warming. A transition to the new normal calls for an improved understanding of the main issues at stake, better planning, and flexible and forward-looking-policies that can effectively anticipate change and enable appropriate response measures that take into account the heterogenous nature of developing countries as a group and their varied local conditions and needs.

The classic Business of Shipping (now in its ninth edition) remains North America's most comprehensive industry-focused book that explains and analyzes marine transportation and related industries, both domestic and international. This is an authoritative text that is required reading for a newcomer looking
to understand basic shipping operations, regulations, and international cargo movement, or a specialized professional seeking insight into other industry segments. Revised and fully updated, the ninth edition reaffirms its status as the cornerstone text in marine transportation education. This book examines Arctic defense policy and military security from the perspective of all eight Arctic states. In light of climate change and melting ice in the Arctic Ocean, Canada, Russia, Denmark (Greenland), Norway and the United States, as well as Iceland, Sweden and Finland, are grappling with an emerging Arctic security paradigm. This volume brings together the world's most seasoned Arctic political-military experts from Europe and North America to analyze how Arctic nations are adapting their security postures to accommodate increased shipping, expanding naval presence, and energy and mineral development in the polar region. The book analyzes the ascent of Russia as the first 'Arctic superpower', the growing importance of polar security for NATO and the Nordic states, and the increasing role of Canada and the United States in the region.