

News Roundup **Sea**

In Q1 2019, 51% more freight passed through the Port of Rotterdam than in Q1 2018. In total, 123.9 million tonnes were handled compared with 117.8 million tonnes in the same period in 2018. The increase mainly concerned the throughput of containers (+73% in TEU, +5.9% in tonnes) and fuels. Mineral oil products, iron ore and scrap throughput fell.

Cosco Shipping Lines signed LSFO supply agreement with Double Rich Limited on March 28, 2019. According to the agreement, Double Rich limited will provide fuel oil with sulfur content not exceeding 0.5% m/m conforming to the regulation of IMO for Cosco to assist Cosco fleets to better fulfill the amendment of ANNEX VI in International Convention for the Prevention of Pollution from Ships (MARPOL), which has been adopted by IMO.

The ports of Long Beach and Los Angeles have released a final report on the feasibility of deploying clean truck technology to begin meeting the ambitious zero-emissions goals set by the Clean Air Action Plan (CAAP). The CAAP has established goals of zero-emissions terminal equipment by 2030 and zero-emissions trucks by 2035. As part of this strategy, the ports committed to developing feasibility assessments every three years for terminal equipment and drayage trucks to determine a path toward meeting those goals. A draft cargo-handling equipment feasibility assessment is expected to be released this spring.

The Port of Los Angeles moved 708,306 TEUs in February. While it was the third busiest February at the port, it represents a 2.7% decrease compared to last year's record-setting February. The timing of the Lunar New Year, when production in some Asian countries slows, resulted in some cargo being shipped in January rather than February. For the first two months of 2019, Port volumes have increased 16% compared to the same period last year. February 2019 imports dropped 9.1% to 348,316 TEUs compared to the previous year. Exports decreased 9.5% to 142,554 TEUs. Empty containers increased 16.3% to 214,436 TEUs.

Despite lingering trade uncertainty, the Port of Long Beach had the second-busiest first quarter in its history, moving more than 1.8 million TEUs January through March. That figure trails only the first quarter of 2018, a year when the Port set an annual record for container movement at 8.1 million TEUs. First quarter 2019 cargo movement eased 4.7% compared to last year's opening quarter.

GT USA Wilmington will soon take delivery of fully electric and eco-friendly cargo handling equipment from KoneCranes Inc. as it ramps up modernization and improvements at the Port of Wilmington. The new equipment includes nine 41-ton RTG cranes and three 45-ton Reach Stackers. GT USA Wilmington recently welcomed a new partnership with Chiquita Fresh North America, which will see the continued presence of the company at the Port of Wilmington through the next decade.

The Port of Oakland will add new direct service to Vietnam by late April. Pacific International Lines (PIL) will launch direct Vietnam links using vessels that can carry up to 11,900 20-foot containers. PIL's new service is called AC5 and is in partnership with Cosco and Wan Hai.

A new quality mark aims to offer ports the opportunity to reward quieter shipping. NEPTUNES, a project organization of 11 ports established two years ago by the Port of Rotterdam Authority to reduce shipping noise, presented this so-called noise label at its conference in Rotterdam on March 28. The IAPH Environmental Ship Index for sustainable shipping has also expressed an interest in this label. NEPTUNES stands for Noise Exploration Program To Understand Noise Emitted by Seagoing Ships.

Spotsee expands temp monitoring product

SpotSee, a leader in shock, vibration and temperature monitoring through low-cost connectivity and data, has expanded its temperature-monitoring product line to include Cold Chain Complete, a combination of two temperature indicators that alerts users to exposure of unacceptably high or low temperatures.

Cold Chain Complete time-temperature indicator solution provides a reliable, cost-effective alternative for monitoring products through the cold chain process, especially in the last mile. Packaged as a single-use device, the solution combines the benefits of both an ascending time-

temperature indicator and a descending indicator to give users irreversible evidence of unacceptable temperature exposure, helping to maintain cold chain accountability and product quality.

"Having a combination product allows users to monitor both ends of the cold chain - high and low," said Angela Kerr, vice president, product portfolio, SpotSee. "We're confident that this solution will provide increased transparency and allow users to be confident their products aren't compromised during the shipping process."

Cold Chain Complete can be used in the medical, food logistics and chemical

News Roundup **Road & Rail**

Fleetlla, LLC and Polte Corp. announced a collaboration to integrate Polte's location technologies into Fleetlla's Asset Tracking and Freight Visibility Solutions. With the addition of Polte's location technology, Fleetlla will be positioned to offer seamless freight and equipment visibility across the supply chain. Polte's C-LoC solution leverages available 4G and 5G signals and cloud-based machine learning to enable highly accurate location indoors and outdoors. Polte's patented algorithms offload location calculations from the device and compute them in the cloud instead, reducing time-to-market while significantly outperforming other cellular location solutions available in the market.

ATA's advanced seasonally adjusted For-Hire Truck Tonnage Index was down 2.3% in March after decreasing 15% in February. In March, the index equaled 113.2 (2015=100) compared with 115.8 in February. "In March, and really the first quarter in total, tonnage was negatively impacted by bad winter storms throughout much of the US," said ATA Chief Economist Bob Costello. "While I expected tonnage to moderate in the first quarter, the late Easter holiday and the winter storms made it worse. It is likely that tonnage will improve in the second quarter, although yoy gains will be significantly below the 2018 annual increase of 6.7%."

industries to ensure supply chain transparency and temperature accuracy. With the addition of a dual indicator to its temperature-

How to tell if a logistics provider is right for you

By **Jamie Overley, CEO, East Coast Warehouse & Distribution**

Thinking about hiring a 3PL provider? The idea can seem overwhelming after all a product's ultimate success is determined by a carefully executed supply chain strategy. But when a product is manufactured in one country and distributed and sold in another, the need for a 3PL partner is further underscored. With an eye toward flexibility and the goal of maximizing speed to market, 3PLs work to create a more efficient and seamless supply chain - and are equipped to mitigate challenges and risks.

Not all 3PLs are created equal, however, and it's important to consider a variety of factors when identifying the "right" partner. Supply chain is increasingly demanding its partners be a one-stop-shop solution to positively influence speed-to-market.

But what does that really mean? While working with multiple partners works for some, end-to-end providers ensure a more cost-effective fully integrated solution with complete product

visibility throughout the entire supply chain. It also means more consolidation and collaboration, which offers a more simplified process overall.



Jamie Overley, East Coast Warehouse

Some factors to consider when evaluating logistics providers include:

- Distribution to final customer. Effectively managing and navigating distribution to the final customer is an obvious key component. While it sounds simple, there are many steps that occur throughout the

supply chain cycle, and logistics providers must demonstrate a proven ability to maximize speed and minimize costs across the entire dray of the container from an ocean terminal, warehousing or cross-dock to the end customer.

- Navigating the port. The global shipping market has placed significant pressure on land-based operators and logistics providers to facilitate the handling of larger ships, container bunching, and late deliveries to name a few. It's not enough for logistics providers to possess the ability to navigate the port - they must have strategic relationships at the ports and terminals in order to offer flexibility and solutions when challenges arise.

- Access to resources. An important factor to consider is the location of the logistics provider - specifically, how close are they to the port of entry? How about to your end customer? Do they have warehousing and storage capabilities should the need arise? How will you access your

inventory? Keep in mind that major markets are seeing limited storage space and the market is very competitive for warehouse labor. Demonstrated growth in tight markets and a proven history of hiring and retaining quality labor are all key criteria to contemplate when assessing a potential partner.

- Value added services. Choosing a comprehensive partner that can expand and grow with you is key. Access to storage in an overweight zone, temperature-controlled, racked or un-racked space, co-packing, re-packing, and full technology functionality should all be strongly considered when evaluating a 3PL partner.

Finding the right partner boils down to striking a balance between speed-to-market and costs. Providers with demonstrated experience and expertise, strategic locations, consistent long-term strategy goals and a strong desire continuously improve will ultimately win out in this highly competitive industry.