



The Logiskills Group



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In this issue

[Upcoming European Events](#)

[Port of Cork Lodge Planning Application](#)

[IDMO Encourage Ireland to Finance Billions](#)

[FIATA Opposes the US 100 percent Scanning Initiative](#)

[Increasing Freight Rates Pose Danger](#)

[Excessive Airfreight Surcharges Damaging Competitiveness](#)

[IRU meets EU Commission Vice President](#)

[DHL inaugurates new hub in Republic of Ireland](#)

[Yardimci heads to Ireland](#)

[X-Press Container Line Launches New](#)

Dear Garvan,

Welcome to the latest edition of Irish Freight & Logistics Monthly.

You have been included within our mailing list because we consider you to be a valuable contributor to the industry.

We are aware of the communities need for an electronic platform for company announcements and press releases. We invite you to forward details to us for consideration in the next edition.

We hope you enjoy the newsletter and will strive to enhance it, so please send any feedback and suggestions to editor@logiskills.ie

Please feel free to forward this to any interested colleagues who can register to receive it from our home page at www.logiskills.ie

If you no longer wish to receive this newsletter and wish to be removed from our mailing list, please click on the unsubscribe link above.

• Port of Cork Lodge Planning Application



The Port of Cork has advertised its intention to lodge a planning application to An Bord Pleanála (ABP) under the Planning and Development (Strategic Infrastructure) Act 2006 for the proposed development of a new container terminal at Oyster Bank, Ringaskiddy.

Following publication of the Port of Cork's Strategic Development Plan in 2002, Oyster Bank at Ringaskiddy was identified as the most favourable location for the development of a new Container Terminal with a multi-purpose Roll-on Roll-off berth. The current container terminal at Tivoli reached maximum capacity of 180,000 TEU (20ft equivalent units) in 2006, four years earlier than anticipated. Available space at Tivoli has been utilised to bring capacity to 215,000 TEU, but this has exhausted site potential there and a new container terminal has to be built to cater for continuing increases in

[Service from Port of Cork](#)

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Upcoming European Events

The Future of Air Transport Conference
December 3-4, The Landmark, London, Great Britain

Demand Planning And Supply Chain Excellence
London, 4 - 5 December 2007

Intermodal 2007 Expo & Conference
December 4-6, 2007, Amsterdam, The Netherlands

7th Annual Cool Chain Europe 2008
Brussels, 29 - 30 January 2008

Global RFID ROI 2008
Munich, 29 - 30 January 2008

Returns and Reverse Logistics Strategies
London, 12 - 13 February 2008

Logicon Europe
Brussels, 26 - 28 February 2008

Extended Supply Chain 2008 (ESC2008)
Riverbank Park Plaza, London, 3 - 4 March 2008

utilised to bring capacity to 215,000 TEU, but this has exhausted site potential there and a new container terminal has to be built to cater for continuing increases in traffic.

The proposed development comprises the demolition of the existing public pier and slipway at Ringaskiddy and the construction of (a) a Container Terminal and (b) a Multi-Purpose Roll-on Roll-off Berth. A replacement public pier and slipway will be constructed east of the site occupied by the National Maritime College of Ireland.

• IDMO Encourage Ireland to Finance Billions



The global order book for new ships hit \$156 billion worth last year, up from \$36 billion four years ago. Financing ships is big business, and one that Ireland should be looking to capitalise on here given that the IFSC has become a global hub for financial activity.

An investment forum is being held in Dublin and the Irish Maritime Development Office wants Ireland to have a bigger slice of the shipping finance cake. The office wants Ireland to have about E10 billion worth of investment in the shipping industry by 2010.

The Director of the Maritime Development Office, Glen Murphy, explains that shipping finance is similar to a home mortgage - the banks provide up to 80% equity and the investors would typically provide 20% investment. The main difference is of course the amounts involved. The average price of ships in the market now is around \$100-150m. Mr Murphy says that the industry is a high risk one, but at the moment it is a high reward one.

• FIATA Opposes the US 100 percent Scanning Initiative



The implementation of the 9/11 Commission Recommendations Act, including a provision requiring that by 2012 all containers imported into the United States have to be scanned before loaded, is opposed by FIATA.

The disastrous effect on the supply chain of scanning all export containers worldwide is evident. Operations in all port will be unreasonably delayed and result in a significant additional demand for storage capacity. Congestion in ports and in links to the hinterland would

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increase and become unbearable. Additional port installations will be required to fulfil the US demand for screening every container that will be exported to the US. This will cost millions, or even billions of US Dollars. 100 percent scanning of boxes is simply impossible and would slow down the world trade and be a hindrance to a smooth transport chain.

The freight forwarding industry believes that advance cargo declaration that is already applicable for container shipments to the US land will become applicable for all shipments as from 2009, is together with appropriate intelligence, a much more practical and valuable approach. Additional measures to improve the data available for pre-cargo risk assessment will further strengthen this strategy. Mutual recognition of the various security programmes worldwide such as C-TPAT, AEO and others will also help the security analysis.

FIATA aims at workable security measures with the highest added value for security. We are convinced that our opposition to the 100 percent scanning is shared by the many other involved parties. Simply, the process will implicate cargoes that are "low to no" risk based upon existing vetting systems and consequently create pointless costly and time consuming burdens to international trade

• Increasing Freight Rates Pose Danger



The Irish Road Haulage Association (IRHA) have predicted that freight charges will increase by approximately 10 -15% over the coming months. These costs will have a detrimental effect on the Irish economy. The IRHA urges the government to recognise this problem and urgently explore options to rectify it.

Fuel has been identified as the main contributor to this predicted escalation in costs. Since January of this year, fuel costs have increased by 21% for haulage operators; with no relief in sight for an already hard pressed industry.

Arising out of sentiments expressed at the IRHA emergency meeting over the weekend, there is fear among qualified observers that the industry may bottom out and have serious consequences for Ireland, the most HGV dependent economy in Europe.

• Excessive Airfreight Surcharges Damaging

Competitiveness

As the US Dollar value reached new lows and crude oil prices per barrel surged towards the US\$ 100 mark the Irish Exporters Association (IEA) stated that airfreight surcharges were at excessive levels.



The IEA'S Chief Executive, John Whelan, explained the full concern of the exporters as follows;

"Fuel surcharges, as applied by airlines as an add- on to the normal freight rates, are at an all-time high due to the high price of crude oil. However, the surcharge being charged to Irish exporters is approx 50% higher than it should be".

He went on to say "the net impact is that Irish exporters will pay 55 million euro more in fuel surcharges than they should over the coming year at current surcharge rates. This, he said is affecting the competitiveness of exporters, particularly those shipping to the US who primarily have to rely on airfreight to get their goods to market."

• IRU meets EU Commission Vice President



International Road Transport Union high representatives today met with Jacques Barrot, EU Commission Vice President and Transport Commissioner, to discuss

pressing issues relating to road transport, and more specifically: the need to enhance the public-private partnership between the European Union and the IRU; waiting times at EU external borders as well as their negative impact on transport and foreign trade operators and the EU economy as a whole; the reestablishment of the 12- day derogation for international passenger transport; modular concept; visa facilitation; and secure truck parking areas on main European transport corridors.

The meeting outcomes were of great satisfaction to the IRU and follow-up work will be ensured in the coming months.

• DHL inaugurates new hub in Republic of Ireland



DHL Express has officially opened its new purpose- built hub in Dublin Airport Logistics Park.

The new facility is central to DHL's strategic development plan for its business in Ireland, and will be the focal point for all DHL's international air express, road express and domestic delivery services.

Located on a thirteen acre site, the purpose-built hub features modern technology including a sophisticated

