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IAS' new chassis software

International Asset Systems (IAS) has launched ChassisManager in order to assist new US chassis owners following the exit of several ocean carriers from the sector.

A statement from the Oakland-headquartered electronic service provider claimed that ChassisManager helps chassis providers grow new revenues, reduce expenses, and ensure a stable supply of assets to meet market demand, while making it easier for chassis users to secure the equipment they need.

It continued: 'Ocean carriers continue to rapidly move away from chassis ownership and in order to ensure a smooth transition from the old ocean carrier provisioning model to the new motor carrier-based model.

'To ensure a safe, consistent and reliable source of chassis to meet on-going customer demand, a mutually beneficial platform is required.

'ChassisManager meets this need and is coming to be accepted as the solution that the industry requires,' said Christopher Mazza, senior vice president of business development at IAS.

'Even though chassis are a critical component in the intermodal supply chain of containerised cargo, many motor carriers and other chassis users do not know what to expect in terms of chassis availability, prices, and exceptions in the new chassis provisioning model.

'We address these issues with the ChassisManager solution.'

The solution has been launched in conjunction with its first customer, Hampton Roads Chassis Pool (HRCP).

The new HRCP will leverage ChassisManager to streamline motor carrier registration, enable pre-bill review, dispute resolution, invoicing, and payment for chassis rental.

ChassisManager utilises the IAS cloud infrastructure and InterAsset platform and provides functions including: Chassis user registration and administration, event management - receives event data from the chassis pools as they release and accept equipment; generates exception reports to monitor compliance and to correct errors for improved billing accuracy, invoicing and collection of payments.

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FINANCIAL

CP & CMHI's H1 12 volumes up

Both Cosco Pacific (CP) and China Merchants Holdings International (CMHI) produced solid financial results from their container terminal operations in the first half of the year.

CP's result was driven by strong performances from its Piraeus and Guangzhou South China Oceangate facilities. The group's total revenue increased by 32% compared with H1 11, up to USD197.8 million, with the former's throughput jumping by 117% to 1.05 million TEU, resulting in a 46% increase in revenue, up to USD70 million.

Guangzhou's throughput rose by 23%, to 2.07 million TEU, resulting in a 44% increase in revenue, up to USD41.3 million.

However, the Group's overall profitability (including terminal and container leading business) was dragged down by a decrease in profit from China International Marine Containers (CIMC), in which it has a stake. Net profit sank by 22% to USD187 million. Excluding the share of profit in CIMC and non recurring items, net profit actually leapt by 23% to USD149 million.

Operating profit (EBIT) jumped by 44% to USD126 million, leading to a strong return on sales (RoS) of 34%, just capping H1 2011's result of 31%. The group's total port throughput hit 26.8 million TEU, a rise of 11% compared with H1 11.

CMHI saw its revenue from port operations soar by 19.8% year-on-year, up to USD1.4 billion, out of which a healthy operating profit (EBIT) of USD475 million (plus 0.3%) was extracted, leading to an RoS of 34%.

However, revenue for the group's overall operations (not just terminal) plummeted by 44% to USD398 million. A statement explained: 'This was mainly due to a drop in the share of profits of associates and jointly-controlled entities by 31.4%, and the one-off gain of HKD1,367 million for the deemed disposal of interest in an associate in the same period last year is not occurring this year. Furthermore, finance costs which went up by 47.1% year-on-year mainly due to the medium and long-term bonds issued by the group during the period also reduced the Group's profitability.'

CMHI's overall liftings rose by 5.6% to 29.2 million TEU. The group is keen to extend its international investments so will no doubt be encouraged by the news that its Tin-Can Island Container Terminal Limited in Nigeria handled 193,042TEU, representing an increase of 15.8% year-on-year.

CMHI and Cosco Pacific H1 12 results

Company	Revenue	% increase	EBIT	% increase	Net profit	% increase/loss	RoS
CMHI*	1,400	19.8	475	0.3	398**	-44	34
Cosco Pacific*	198	32	126	44	187**	-22	34

Currency USD millions. *port operations. **Profit for overall group
Source: Companies

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PORTS

Brazil strike causes chaos

- 'Serious problems for all carriers'
- Tecon Santos stopped all cargo
- Unions demand 30% pay rise

Brazil's poultry export sector has been dealt a further blow by the near three month industrial action staged by various groups at the nation's ports.

While the Anvisa (health) inspectors and agriculture (MAPA) inspectors returned to work in September, the Receita Federal (Customs officers) were still operating strict 'work-to-rule' regimes at the time of writing.

According to a line manager at a European carrier, the latter's action was still causing 'serious problems for all carriers, especially in Santos.

Even with no further industrial action, he expected the backlogs and disruption to prevail until the end of October.

Already during the disputes, Santos Brasil, which runs the Tecon Santos facility, has been forced to stop cargo arriving at its terminal. At one point, for instance, all of its 4,000 reefer plugs were occupied.

'You know something is seriously wrong when a terminal like Santos Brasil, which handles almost 1.5 million TEU a year, refuses cargo,' said the manager. 'It's been complete chaos here, and it will take some time to return to normal.'

Meanwhile, Luiz Araujo, commercial director for Tecondi, Santos – the third largest box terminal in Santos – said: 'The sequence of strikes had been the worst since 2008 as all three categories of public sector workers were on strike all at the same time. Everyone has been badly affected and lost money because of it.'

The unions have been striking to press their claims for 20%-30% more pay plus better pensions and working conditions, but the Government would not agree for fear of stoking further the fires of inflation. Currently, this is running at about 6% per annum.

Elsewhere, Antonio Bersaneti, ceo of Iceport, which is the coldstore division of Portonave, said that the strike had impacted severely on his company's activities and those of its customers.

He said: 'The strike and work-to-rule actions have made life extremely difficult. Without the relevant documents we cannot export the containers [of chicken].'

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SERVICES

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