

Logistics issues can hamper import–export transactions



Direct dry bulk transshipment ship/barge port Antwerp, Intermodal StockCargo.

Some six out of ten import–export goods transactions, cannot be carried up in Europe, because of logistics issues, writes Joe ElliAv, Director Operations, Board member, StockCargo Groupe, Global Maritime Logistics, Europe.

This is because of the following main reasons: the prices are too high; it is not technically or logistically possible to carry out transactions; or the agent/carrier is not sufficiently experienced and professional, “can’t deliver”, and he was chosen as the result of misrepresentation.

Even those who still manage to make transactions still often encounter logistical problems which can cause schedule disruptions — damage to the cargo and, in some cases, direct financial losses.

This is exactly where the shipping and cargo agent becomes vital. His important role is to co-ordinate efficiently and execute the logistical operation process, between the parties involved — ship owner, shipper, and port, or various facilities suppliers.

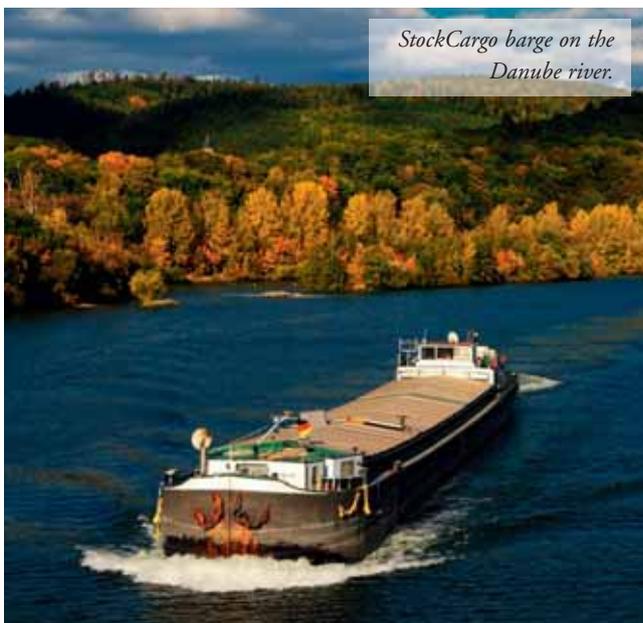
StockCargo intermodal carriers for dry cargo, and global shipping agencies work to improve industry statistics. It is located right in the centre of the supply chain. On the one hand, it deals with the ship-owners port authorities and suppliers; on the other, it takes care of the shipper and its cargo interests.

It is unrealistic to claim never to have had issues with seaborne trade transactions. However, it is the way that problems are addressed that is critical. StockCargo strives to resolve any problem that occurs in a professional, efficient and timely manner.

STOCKCARGO PIONEERS INTERMODAL TRANSPORTATION IN EUROPE

The company wants to be more than just another agent in the industry. It aims to bring the over 50 years of experience gained by family members to its service, and to help reshape the industry. It was therefore a pioneer in the design of intermodal transportation for dry bulk, and breakbulk cargoes on the European continent. As company based assets, it created operational centre-point and supplies complete seamless logistics processes for global maritime transports.

Regardless of actual logistics structures and facilities, StockCargo generates advanced solutions.



StockCargo barge on the Danube river.

Agriculture or mining bulk commodities, usually part of advanced infrastructural consumer goods or high priority energy and technology projects, often need to travel over a large inland distance, to or from a seaport gateway. In many cases, national borders and, sometimes, different continents have to be crossed. Various operations, and types of transport are used, especially road transport, barging-inland waterways, railways, while transshipment operations are also part of the process.



Trucks to ship gravel transshipment port Constanta.



Scrap metal being loaded on a barge at a Rhine river terminal.

StockCargo Vision aims to become a leader in dry cargo intermodal transport, as part of global maritime transport, for the benefits of all parties involved.

From its offices, in the ports of Antwerp/Rotterdam ports (covering the North-Sea), Marghera/Venice ports (Adriatic-Mediterranean), and Constanta port (Black Sea), StockCargo controls three of the main sea gateways in Europe, and shares no less than 80% of the import-export traffic of goods to and from the continent worldwide.

Thanks to its skilled personnel, ports facilities, fleets of trucks and barges, it is capable of providing high quality, seamless and competitive intermodal solutions. It uses various transport options and the most optimal way to transport the goods to their end destination, according to the needs.

In many European seaports, there is insufficient or unsuitable storage space for high volume bulk commodities. The same situation applies in about 300 inland terminals of rail and barges. In some cases also loading and unloading operations are difficult, due to the absence of appropriate equipment. Therefore, external equipment, direct operation and efficient co-ordination and execution with the vessel crew and intermodal mode is required. This can be a complex undertaking, and requires the most experienced and skilled agents in the industry.

The same services can be provided for onward shipping, using short sea shipping, from European seaports to the Baltic Sea, the Black Sea, the Celtic Sea or Mediterranean ports.

STOCKCARGO — DRY BULK AND BREAKBULK, GLOBAL MARITIME SERVICES.

- ❖ **shipping agencies:** for both liners and tramp shipping owners, in European ports. This service includes a barging department for barge principals calling at seaports or river terminals inland along European waterways;
- ❖ **cargo agencies:** as a reputable and experienced agent, StockCargo is regularly chosen by worldwide shippers and cargo owners, to be their representatives in shipping and chartering logistics forms, and charter party legal process.
- ❖ **integrated logistics in Europe:** covered storage and open yards, stevedoring, materials, cargo handling, including dangerous goods. Through its direct worldwide network, contractors and vendors, StockCargo can provide solutions to any logistical need throughout Europe, whether it is a small-size parcel or a heavy lift module.
- ❖ **port agencies:** as part of its maritime services, StockCargo can act as port/owner agents in the ports of Constanta-Romania and port Marghera/Venice, Italy, as well at other Italian/Adriatic seaports. Acting as the local representative of the principal, providing local knowledge and expertise, StockCargo ensures that the principal's requirements are performed with the utmost efficiency and dispatch.
- ❖ **maritime transport and logistics planning:** maritime research and consultancy, focused bulk commodities worldwide projects. StockCargo's senior advisors often act as independent mediators and attributors in the maritime industry.



Coal transshipment train to ship, Black Sea port.