



30TH
ANNIVERSARY
1984 – 2014

"Together we move the world"

PAIMA POST

Volume 36 * August 2014

CANDIDATES FOR MEMBERSHIP

NOTE: Members have 60 days to submit documented objections to the PAIMA office regarding membership candidates.

OPE MUDANZAS INTERNACIONALES SAS

CRA 106 No. 15 A 25

MANZANA 9

BODEGA 23 P2

COLOMBIA

Tel: 57-1-404-6979

Contact: Ana Maria Rubio

Contact email:

anamaria.comercial@opemudanzas.com

Website:

www.opemudanzas.com

Sponsors:

- [Atlas International Service S.A.](#)

PAIMA 30TH ANNUAL CONVENTION at the Orlando World Center Marriott

**Rooms are 96% SOLD
REGISTER NOW!**



**In the morning, bring your laptop poolside-
relax and enjoy the waterfalls, whirlpools and
Wi-Fi in all public spaces.**

- Panama Intermoving & Relocation, Inc.
- Sancho Ortega International, S.A.

ANTARES MUDANCAS & TRANSPORTES

RUA SILVA JATHAY
1140 CJ. 1604 - MIERELES
60165-070 FORTALEZA
CEARA - BRASIL
Tel: +5585-99819354
Contact: Edmilson Braga Soares Junior
Contact email:
edmilsonjr@uol.com.br
Website:
www.antareshmudancas.com

Sponsors:

- Mudanzas International - Honduras
- JB Logistic Ltda.
- Remssa S.A.

GREEN VAN INTERNATIONAL CO., LTD.

6 FL., NO 280,
WEN-LIN NORTH ROAD
BEI-TOU 11287
TAIPEI, TAIWAN
Tel: 886-2-2827-3052
Contact: Jack Hsieh
Contact email:
jack@greenvan.com.tw
Website:
www.greenvan.com.tw

Sponsors:

- Carl Hartmann GmbH & Co. KG



In the evening, host a meeting around one of the poolside fire pits - right under the stars.

CONVENTION

October 4-6 , 2014
Orlando World Center Marriott
Orlando, Florida USA

Visit our website to
download convention information
or click here:

- [Convention Registration Form](#)
- [Golf Tournament Registration Form](#)
- [Hotel Reservation Link](#)
- [Sponsorship Form](#)
- [Registered Attendee List](#)
- [Convention Program](#)
- [Airboat and Gator Excursion](#)
- [House of Blues Party](#)

- Swiss Moving Service AG
- Raffles Movers International Pte Ltd

Please e-mail the PAIMA office with referrals for membership, or you can direct potential candidates to our website to download an application.

www.paimamovers.com

Celebrity Corner



Laura

May Carmack, PAIMA BOD President and Jose Marrero, PAIMA BOD Vice President at the PAIMA office in Fort Lauderdale

We started off the month of August with a very productive visit from PAIMA Board of Directors President Laura May Carmack and PAIMA Board of Directors Vice President Jose Marrero. After reviewing the changes that were implemented since our March Board of Directors meeting, we concentrated on the Convention. For our 30th Anniversary, we are stepping it

PAIMA MEMBERS:

Click here to download and forward this invite:

[IAM Member Invite and Ticket Order Form](#)

**We want everyone to invite
IAM Members to our
House of Blues
30th Anniversary Party
on
Monday Night
October 6th
7:00 pm - 10:00 pm**

**PARTY AT HOUSE OF BLUES -
\$150 Ticket includes Dinner,
2 Drinks, Dessert and...**



**Music by GYPSY LANE BAND
and...**

up with a poolside welcome reception, interactive excursion and the finale - our 30th Anniversary Celebration at House of Blues in Downtown Disney. Laura May and Jose are excited that there are several prospective members that have shown interest in attending the convention this year and look forward to showing them what makes us such an exceptional association.

Other topics included: potential new members, current member issues, past convention attendance and the upcoming elections.

After a long day of work, we took a selfie and posted it on Facebook!
Did you see it?

Be on the look-out during the convention for opportunities to take selfies and have them posted on our PAIMA Social Media pages!
#PAIMA #Orlando

A special Thank You to Laura May and Jose for taking the time to visit the PAIMA office. Members are always welcome to visit the PAIMA office. Send us a message to schedule an appointment.

www.paimamovers.com



Prizes, Raffle, Trivia and More....

\$100 VISA Gift Card to the Best Blues Brother Costume



Round-trip transportation to the HOUSE OF BLUES is only guaranteed for Registered PAIMA Convention Attendees.

***Which PAIMA
Members will win
a Tonnage Award
this year?***

Award winners will be announced during the General Assembly at the Annual Convention and then published in the October Newsletter after the convention.

**REMINDER:
TONNAGE FOR ALL
SHIPMENTS FROM
AUGUST 1, 2013 -
JULY 31, 2014
MUST BE POSTED TO YOUR
ONLINE MEMBER PROFILE
NO LATER THAN
AUGUST 30, 2014.**

**THE TONNAGE PROGRAM WILL
THEN BE CLOSED FOR
APPROXIMATELY 30 DAYS TO
ALLOW FOR DOWNLOADING
AND RESETTING.
ANNOUNCEMENT WILL BE
SENT ONCE IT HAS
RE-OPENED.**

**IAM Members need to
purchase tickets in advance
if transportation is needed.
Or, IAM guests can pay at
the door at House of Blues in
Downtown Disney, a short 15
minute taxi ride from the
Hotel.**

www.paimamovers.com

2014 Elections

Vote by Proxy

Members that cannot attend the Annual Convention to vote in the 2014 General Election may choose to vote by proxy. Please send all Proxy requests to my attention at michelle@paimamovers.com.

The Board of Directors elected in October 2014 will serve from October 2014 - October 2016.

**PAIMA'S 30TH
ANNIVERSARY
GOLF TOURNAMENT
Saturday, October 4th
8:00 am**

**Contact Michelle
immediately with any
Tonnage reporting issues!**

If you need assistance or if you have
misplaced your secure login
information to enter tonnage on the
PAIMA website, please contact
Michelle St.Cyr
at michelle@paimamovers.com.

Announce! Avviso!

Did you now that
companies that are
interested in joining PAIMA
can attend our entire
convention as a Non-
Member Guest?

Have them complete a
Registration Form or
contact the PAIMA office to
register today!

Do you have an announcement, article
featuring your company or press release to
share with the members?
Send it to paima@paimamovers.com

MORE Golf Trivia....

The 5 year old Coby Orr was the youngest
golfer to shoot a Hole-In-One. He did it in
Littleton, Colorado in 1975.

How old was Tiger Woods when he scored
his first Hole-In-One?

If anyone scores a Hole-In-One during our
Tournament, their drinks are FREE at the
Golf Tournament Luncheon!

TROPHIES:

Men's 1st, 2nd, 3rd
Women's 1st, 2nd, 3rd

PRIZES:

Longest Drive
Closest to the Pin

[SIGN UP HERE](#)

or Call the PAIMA office to register
954-880-1085

Entry Fee is only \$50.00

Includes:

Green Fees
Golf Cart Rental
Luncheon
Trophies and Prizes

PAIMA Report Summer Issue

Everyone should have received their copy of the latest PAIMA Report in the mail. You can also view all publications on our website under the NEWS Tab.

www.paimamovers.com

PAIMA Convention Program (tentative)

FRIDAY, Oct 3rd:

2:00 PM

Board of Directors Meeting

5:00 PM

Regional Directors Meeting

SATURDAY

Oct 4th:

8:00 AM

PAIMA

30TH ANNIVERSARY

GOLF TOURNAMENT

HAWK'S LANDING

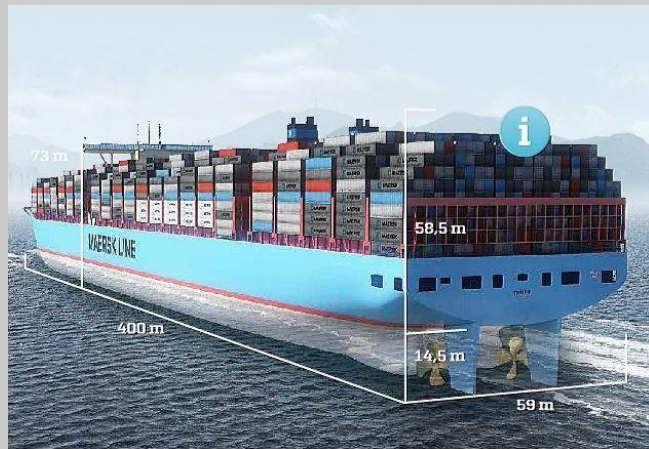
[Click here for Golf Info](#)

5:00 PM

Convention Registration begins

Global Ports struggle with congestion generated by Mega-Ships and alliances

The persistent congestion clogging major gateway ports in the U.S. and Europe is raising a debate about whether it's just peak-season volumes causing delays in import shipments or the inability of ports to handle the sharp growth in container ship sizes.



Mega-Ships, like this Maersk Triple E Class ship, can carry up to 18,340 TEU. That is 2,500 more containers than older ships. Each ship costs approx. \$185 million to build.

As carriers deploy ever-larger ships, the sheer volume of containers aboard those vessels is starting to overwhelm major gateway ports, challenging their ability to unload import containers on a timely basis. The delays are exacerbated by the alliances carriers are joining to operate and fill the mega-ships. Although this has resulted in fewer ship calls at major ports, the calls by alliance mega-ships are absorbing more port capacity to handle those calls and taking more time to load and unload.

"Congestion is back on the front burner," said Neil Davidson, senior analyst for ports and terminals at Drewry Maritime Research. "The primary reason is bigger ships and the fact that the cargo is now in greater peaks. Not only are the ships getting bigger, but so are the alliances."

6:30 PM

Welcome Cocktail Party

The Board of Directors welcomes the PAIMA Members to enjoy cocktails and hor d'oeuvres poolside, under the palm trees, as the kick-off event of our 30th Annual Convention.

SUNDAY, Oct 5th:

9:00 AM

-General Assembly

-Presentation of Nominees for 2014-2016 Board of Directors

12:00 PM

Off-Site Excursion

This unique experience combines an exciting Airboat ride with a visit to a 110 acre nature preserve for an up close encounter with Florida gators.

[Click Here for Event Flyer with Pictures](#)

FREE EVENING ON SUNDAY

MONDAY, Oct 6th:

9:00 AM

-General Assembly

-International Panel

-General Election

6:30 PM

**30TH ANNIVERSARY
CELEBRATION AT
HOUSE OF BLUES**

Members will enjoy a special

U.S. and European ports are scrambling to keep up with the greater peaks, which come in spurts when the big ships call. "The frequency of service on most of the main services has been reduced, but the volume of cargo has increased, so it must be more boxes per call," Davidson said. This is putting pressure on the container terminals and on the landside road and rail connections.

In Europe, congestion got so bad at three deep-water terminals in Rotterdam this summer that Hapag-Lloyd diverted multiple voyages on one of its Asia-Europe services to Antwerp. The congestion at the ECT Delta terminal was tied to the commissioning of five new super-post-Panamax gantry cranes and other equipment. Other carriers have introduced congestion surcharges that are elevating costs for shippers.

Terminal operators worldwide are responding to the tidal wave of large vessels by dramatically increasing their productivity, according to 2013 Port Productivity data compiled by JOC Group. They will have to redouble their efforts to meet the challenge of the next generation of vessels with capacities of 22,000 to 24,000 20-foot container units that are expected to join carrier fleets by 2018.

In the U.S., the ports of Los Angeles-Long Beach and New York-New Jersey have a competitive advantage because they're gateways to the main population centers.

"Even if you don't have world-class productivity of facilities, you're going to get the ships anyway, but when you do, you've got to double down on that and suck cargo away from other places, because the bigger the ship, the fewer the calls, so instead of going Savannah-Norfolk-New York, a lot of strings may call New York only in the future," Sisson said.

If that happens, ports such as New York-New Jersey or Los Angeles-Long Beach face the possibility of ever more container volume congestion when those mega-ships call.

Schedule reliability of the G6 Alliance was worse. The G6 carriers - **APL, Hapag-Lloyd, Hyundai Merchant Marine, MOL, NYK Line and OOCL** - have been ranked in the bottom of the performance league table over the past 12 months, with a monthly schedule reliability considerably below their main competitors, according to Seaintel. Over the past year, the G6 carriers

event with dinner, drinks, live music and more!

Limited space available for special guests and IAM Members.

[Click Here for House of Blues Event Flyer](#)

TUESDAY, Oct 7th:

9:00 AM

Board of Directors Meeting

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**IAM**

**52nd Annual Meeting**

**Orlando World Center Marriott**

**October 7th - 10th**

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**PAIMA
Convention Program
will be regularly
updated on our
website!**

www.paimamovers.com

have recorded an average on-time schedule reliability performance of 41 percent in the Asia-North Europe trade lane.

Another factor that limits terminals' ability to handle mega-ship calls is the size of the container yards. "If you can't get the boxes out of your yard quickly, you run out of space and it becomes a matter of where you put them," he said.

The advent of bigger ships and bigger alliances isn't just impacting U.S. and European ports. It's also challenging ports around the globe.

South America

As carriers deploy their big new ships in the major east-west trades between Asia and Europe, they are cascading older, less efficient but still large ships in the north-south trades with Latin America, Africa and Australasia, which are even less prepared to handle them. Although ship sizes have grown significantly in the east-west trades, percentage-wise, the ports in Latin America have had to deal with the biggest increases.

"The actual shortfall between container volumes and port capacity is probably largest in South America," said Walter Kemmsies, chief economist at port design and engineering consultant Moffatt & Nichol.

The shortfall is worse on the east coast, where bureaucratic hurdles have delayed new terminal development or expansion in Brazil and Argentina. Dredging has been delayed at Santos, Brazil's largest gateway. In addition, there have been labor disputes at the new terminals built in Santos by APM Terminals and DP World, although both finally opened last year.

Port infrastructure on the continent's west coast is in relatively better shape, partly because the Panama Canal's limitations on ship sizes has kept a lid on trade with Europe. "Chile has always invested in infrastructure. Colombia is on a rampage investing in infrastructure," Kemmsies said. "Ecuador might be OK because of the energy sector, but they have political issues and are aligned with Venezuela, which is a mess."

Southeast Asia

Singapore has a big investment plan to increase capacity

Member Dues

Members cannot register for the 2014 Convention if membership dues remain unpaid.

Unpaid Membership Dues are now considered DELINQUENT and your membership may be suspended.

Payments can be made with checks in US Funds, Credit Cards (VISA and MasterCard only) or Bank Wire Transfer.

Credit Card Authorization Form

Send me an e-mail:
michelle@paimamovers.com

OFFICE INFORMATION

MAILING ADDRESS

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Suite 300
Fort Lauderdale, Florida
USA 33309

Tel: 954-880-1085
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paima@paimamovers.com

Michelle St.Cyr
Executive Director
michelle@paimamovers.com

at its existing terminals, but because it's running out of space, it has a long-range plan to build a new port with capacity of 60 million TEUs at Tuas, closer to the Malaysian border and the Port of Tanjung Pelepas.

Despite the opening of several deep-water terminals in the Port of Cai Mep, Vietnam, downriver from Ho Chi Minh City, much of the international cargo is still loaded on container ships at the smaller terminals upriver that have draft restrictions because of political pressure from local governments and work cooperatives in Ho Chi Minh City that generate revenue from the shallower terminals.

South Asia

Indian ports have long suffered from severe congestion because of port capacity and extremely difficult inland connections. The government's lifting of the ceiling on terminal-handling fees by private operators last year led to plans by PSA and DP World to build two new container terminals during the next five years in India's biggest container port, Jawahar-lal Nehru, also known as Nhava Sheva, near Mumbai.

MSC and its TIL terminal operating arm plan to build a terminal in Mundra, and CMA CGM plans to invest there. The government also is working on plans to augment overall capacity at its 12 major ports from 800 million tons now to 1.6 billion in the next five years. Still, Indian government bureaucratic hurdles remain a major challenge to port development.

Click below to view full article
by Peter T. Leach, Editor-at-Large
www.joc.com

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paima@paimamovers.com

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