

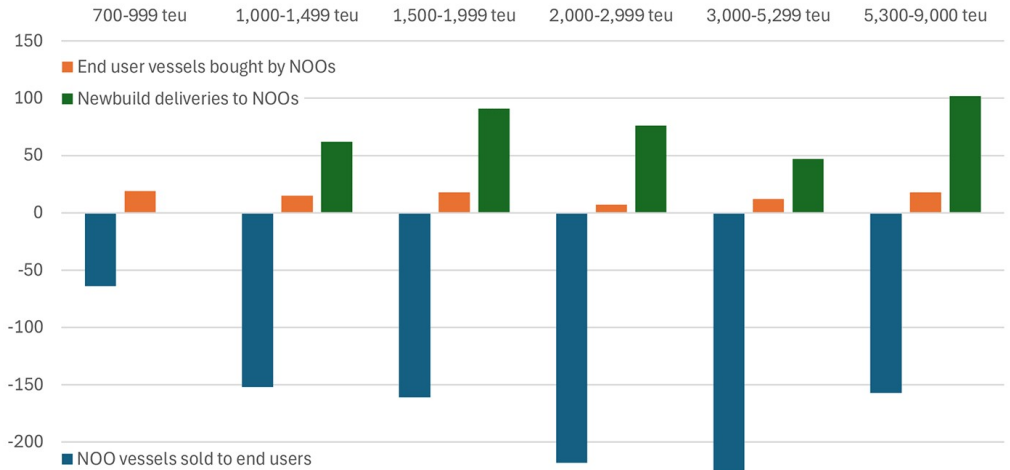


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## Chart of the week

### Non-Operating Owners' fleet - removals and additions

for vessels in the size classes from 700 to 9,000 teu - from August 2020 to today\*



\*numbers as per the end of March 2026



### Decline of Non-Operating Owners' vessel fleet slows down

The fleet of Non-Operating Owners (NOO) in the 700 - 9,000 teu sizes, the most traded in the charter market, continued to shrink in the last twelve months, but at a slower pace.

Since Alphaliner's last review in March 2025, tonnage providers lost a further 250,000 teu of capacity. This added to a net loss of 2.3 Mteu incurred since late 2020, when carriers started raiding the second-hand containership market in the aftermath the Covid-pandemic.

The last twelve months saw NOOs selling 130 vessels for around 380,000 teu to end users, who continued to tap significantly into the fleet. This is the main cause of the NOO fleet decline and it compares to 168 vessels for 633,000 teu sold to end users in the April 2024 - March 2025 period.

MSC was again, and by far, the biggest buyer of NOO tonnage, with 65 ships for 230,000 teu joining its fleet during the last twelve months up to March, of which only 17 units were already on charter to the Switzerland-based company. In total, MSC has bought a mind-blowing 415 NOO vessels for a whopping 1.6 Mteu since the carrier embarked on an unprecedented raid on the sale and purchase market in August 2020.

Tonnage providers meanwhile bought only a meagre 13,000 teu from end users in the April 2025-March 2026 period, while newbuilding deliveries to NOOs were a little more substantial, with 117,000 teu hitting the water during this period. The net gain of 250,000 teu shows a slowdown in the meltdown of the NOO fleet, compared to the previous years.

**From mid-2020 to today, the global non-operating owners' container vessel fleet has seen a net loss of over 500 ships.**

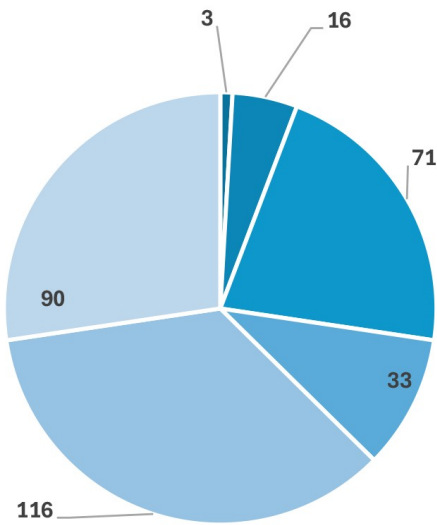
**The balance between gains (acquisitions and newbuildings) and losses (sales to carriers) is still negative.**

**More recently, however, non-operating owners have been more active in the newbuilding market again, replenishing their vessel fleets with highly efficient modern tonnage.**

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TITLE STORY

**Non-Operating Owners orders of the last 12 months units by vessel size class**



ships as per end of March 2026



- 700-999 teu
- 1,000-1,499 teu
- 1,500-1,999 teu
- 2,000-2,999 teu
- 3,000-5,299 teu
- 5,300-9,000 teu

However, the total number of NOO ships sold to end users since 2020 is still impressive with around 980 units joining the owned fleets of container carriers during this period.

By number of ships, vessels of 1,000-1,499 teu were the most transacted in the last twelve months up to March, with 41 ships for around 50,000 teu bought by end users.

Units of 3,000-5,299 teu and 1,500-1,999 teu followed behind with respectively 27 and 25 vessels sold. The most significant newbuilding deliveries took place in the 1,000-1,499 teu segment, with 18 units for 20,000 teu joining the NOOs fleets.

The 3,000-5,299 teu sizes ranked second, with 14 vessels for around 45,000 teu joining the NOO fleet.

Total newbuilding deliveries to NOO since August 2020 amount to around 380 vessels only, but this figure is conservative and a guidance only, since many ships initially planned to be used by their owners on their own services (and not counted here), ended up being chartered out in a profitable charter market, becoming de facto NOO tonnage. This is particularly true with Asian owners, especially from China.

**Finally in 2025 - a rally in NOO orders**

The year 2025, and particularly the second half saw a welcome rally in newbuilding orders from NOOs, that has extended into the first quarter of 2026.

The 3,000-5,299 teu sizes saw the most numerous orders in the last 12 months up to March 2026, with 116 vessels for 435,000 teu ordered by NOOs, including 70 ships of 3,000-3,600 teu and 46 of 4,000-5,000 teu.

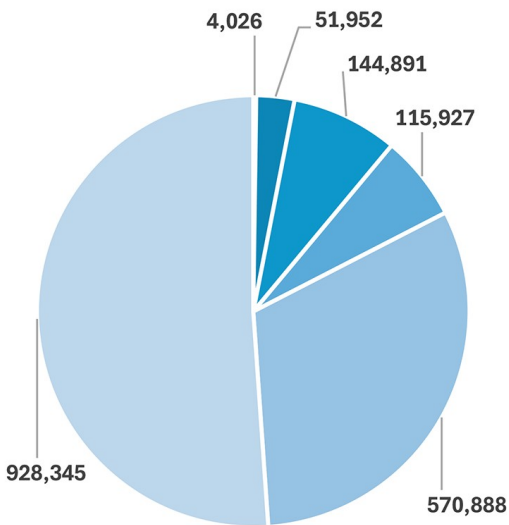
Chinese and Greek owners, including Costamare, Alpha Bulkers, Conbulk, Minerva, Euroseas and Chartworld were among the most active players, so were MPC Container Ships and Songa of Norway.

Vessels in the 5,300-9,000 teu size brackets were the second most popular with 90 vessels ordered for a total of 630,000 teu, including 45 ships of 6,000 teu, five of 7,000-7,500 teu and 31 of 8-9,000 teu. Eastern Pacific Shipping (EPS), Capital, Danaos, Zodiac and Navios were the most active NOOs in these sizes.

Units of 1,500-1,900 teu were the third most popular, with 71 orders for a total of nearly 130,000 teu, thanks to the continued high popularity of 'Bangkokmax' tonnage and a raft of orders from the likes of Capital, EPS, Cosmship, Minerva, Marla, Danaos and MPC, to name but a few.

TITLE STORY

**Non-Operating Owners new-building order book capacity by vessel size class**



teu as per end of March 2026



- 700-999 teu
- 1,000-1,499 teu
- 1,500-1,999 teu
- 2,000-2,999 teu
- 3,000-5,299 teu
- 5,300-9,000 teu

Vessels of 2,000-2,299 teu and 1,000-1,499 teu saw respectively 33 and 16 orders, while unsurprisingly, the sub-1,000 teu sizes were the least coveted, with only three ships ordered in the 700-999 teu sizes.

**Orderbook will help replenish the NOO fleet**

At the end of March, the NOO orderbook in the 700-9,000 teu sizes stood at around 1.8 M teu, versus only 600,000 teu one year ago. After years of underinvestment, the fleet replenishment is therefore underway, although some sizes benefit more than others.

The 5,300-9,000 teu sizes account for 930,000 teu of the current fleet on order, of which 630,000 teu was ordered in the last twelve months only.

The orderbook of the slightly smaller 3,000-5,299 teu sizes now stands at 570,000 teu, of which 434,000 was ordered since April 2025.

The 1,500-1,999 teu and 2,000-2,699 teu segments have on order respectively 145,000 teu and 115,000 teu, with more than two thirds of the capacity ordered in the last twelve months.

**Impact on the charter market**

The replenishment of the NOO fleet is a positive development for the charter market but will only partly fix the market’s short-term problem for carriers, which is its increasing lack of liquidity, especially in some sizes.

The majority of vessels ordered by NOOs are covered by long term charter employments, including, in some cases, smaller units of the ‘Bangkokmax’ type (1,800 teu).

As a result, many of these new ships will not be traded in the charter market for several years to come and will thus not be able to meet ‘day to day’ requirements from carriers.

With the current NOO fleet sold out or in limited supply in many segments, the fast-growing influence of Chinese shipowners, with a raft of newbuild vessels of 2,000, 3,000-3,600 teu and 4,600-4,800 teu hitting the charter market in recent times has helped boost liquidity in some sizes.

But any downturn could see many of these ships, often deployed opportunistically to make the most of the healthy charter market, return to Intra China businesses.



## CORPORATE

### CMA CGM ship successfully passes through Hormuz

A 5,466 teu Maltese-flagged container vessel owned by CMA CGM of France, the CMA CGM KRIBI, successfully passed through the Strait of Hormuz on 2 April, on her way out of the Middle East Gulf.

According to AIS tracking systems, the vessel followed a corridor established by the Iranian authorities around Larak Island, the same followed by most ships currently transiting the high-risk Strait. The ship is now on her way to West Africa.

The CMA CGM KRIBI is the very first container vessel controlled by western-based interests to successfully exit the Gulf. She belongs to a company located in France, a country which is not participating in the war against Iran.

The CMA CGM KRIBI had been stuck in the Gulf for more than a month, arriving at the port of Jebel Ali on 27 February for a routine commercial call for CMA CGM's 'MIDAS 1' service, just one day before the US and Israel launched their large-scale air strikes on Iran.

The CMA CGM KRIBI is now the third large container vessel to successfully pass the strait of Hormuz eastbound since the start of the war. She follows the COSCO SHIPPING-controlled 18,890 teu CSCL ARCTIC OCEAN and CSCL INDIAN OCEAN which exited the Gulf on 30 March.

The last few days have seen a steadily rising traffic of merchant ships through Hormuz, but it remains anecdotal compared to the usual flow of ships seen daily before the war.

Although Iran said the Hormuz Strait would remain closed to the US, Israel and 'hostile nations' and planned to establish a fee-paying system for passing ships, US president Donald Trump has set 7 April as the deadline for Iranian authorities to reopen the strait.

### Ukraine claims Kremlin preparing ban on foreign container carriers

The Russian government is reported to be preparing new legislation that would prevent international shipping lines from returning to Russia's ports.

According to Ukraine's Foreign Intelligence Service, the Kremlin has drafted a decree stipulating that only owners and operators with majority Russian ownership would be granted port access in future. International carriers stopped calling at the country following the imposition of sanctions on Russia in 2022 over the war in Ukraine.

Under the decree, only companies with beneficial Russian ownership of over 50% would be permitted.

According to the Intelligence Service, companies must also have no links to the top 10 largest transport groups, with the decree specifically naming Denmark's Maersk, France's CMA CGM, Hong Kong-based OOCL, and UK's X-Press Container Line.

Russian carriers which meet the ownership criteria would be required to prioritize transporting sanctioned goods.

If enacted, it is not clear how such a move would impact Russia's economy, as domestic carriers could not meet all of the country's needs. Russia's economy contracted 2.1% in January and 1.5% in February.

### Box lessor CS Leasing sold to ITE Management

Global container lessor, CS Leasing PTE Ltd, a specialist in the tank and specialist container sector, has been sold to New York-based alternative asset manager ITE Management for an unspecified price.

San Francisco-based CS Leasing is the fourth largest tank container lessor globally, with approximately 55,000 ISO tank and dry freight units deployed across four continents.

ITE Managing Director Jennifer Polli said, "This is a high-demand, global specialty market where operating expertise and fleet quality are critical." CS Leasing's high-specification special containers range include cellular palletwide (CPC) containers, flat rack, open top, half height and side door, while also catering for palletted, bulk, and oversized cargoes.

Founded in 2014, buyer ITE Management is a global investment firm specialising in industrial infrastructure assets. It has nearly USD 11.5 bn in rail, intermodal, air and transportation assets, and focuses on essential-use, long-lived assets.

## LINER SERVICES

**MSC: 'Chinook'**  
Asia - North America**Vessels Deployed**

9 x 8,000 - 12,200 teu

**Port Rotation**Cai Mep, Yantian, Ningbo, Shanghai, Qingdao,  
Busan New Port, Seattle, Vancouver, Prince  
Rupert, Busan New Port, Cai Mep  
*\*as from 13/04/2026***MSC: 'Sentosa'**  
Asia - US West Coast**Vessels Deployed**

10 x 9,400 - 16,600 teu

**Port Rotation**Port Kelang, Laem Chabang, Cai Mep, Hai-  
phong, Yantian, Xiamen, Long Beach, Oakland,  
Busan, Ningbo, Singapore, Port Kelang  
*\* as from 16/04/2026***MSC: 'Orient'**  
Asia - US West Coast**Vessels Deployed**

7 x 8,500 - 13,800 teu

**Port Rotation**Qingdao, Ningbo, Shanghai, Busan New Port,  
Long Beach, Qingdao  
*\* as from 17/04/2026***Maersk: 'MCX' (ending early July)**  
Med - Canada**Vessels Deployed***Slots on Hapag-Lloyd***Port Rotation**Genoa, Fos, Algeciras, Tanger Med, Montreal,  
Tanger Med, Genoa**MSC streamlines its Transpacific network**

MSC will this month adjust three services between the Far East and the West Coast of North America. As a result, the carrier will offer a new direct connection from Long Beach to Qingdao, whereas Haiphong and Oakland will each lose one weekly call.

To mitigate port congestion, MSC is shortening the 'Orient' service between Asia and the US West Coast by maintaining only a single US call at Long Beach while Oakland has been removed from the loop. Simultaneously, the direct connection to Busan and the Haiphong call have been transferred to the 'Sentosa' service. The carrier is, however, adding Qingdao as the first Asian import call after Long Beach to the westbound leg.

Under the revised schedule, the 'Orient' rotation calls weekly at Qingdao, Ningbo, Shanghai, Busan New Port, Long Beach, and Qingdao, with seven 8,500 - 13,800 teu vessels. The 8,626 teu MSC LIBERTY VII will be the first ship to depart from Qingdao on 16 April.

Following these adjustments, the 'Sentosa' now serves Port Kelang, Laem Chabang, Cai Mep, Haiphong, Yantian, Xiamen, Long Beach, Oakland, Busan, Ningbo, Singapore, and Port Kelang. It turns in ten weeks (one week more), using 10 x 9,400 - 16,600 ships on a weekly basis.

Meanwhile, MSC has removed Haiphong from the 'Chinook' service between Asia and the West Coast of North America to allow for 'additional schedule buffer, reducing recovery pressure in case of operational delays', the carrier said.

Consequently, the service is shortened to a nine-week rotation (a one-week reduction) calling at Cai Mep, Yantian, Ningbo, Shanghai, Qingdao, Busan New Port, Seattle, Vancouver, Prince Rupert, Busan New Port, and Cai Mep. The 10,114 teu EXPRESS ATHENS is the first vessel to follow the new rotation, sailing from Cai Mep on 13 April.

**Maersk ends slot agreement with Hapag-Lloyd on Med-Canada trade**

Effective 1 July 2026, Maersk will close its South Europe - Canada 'Med-Canada Express' service ('MCX'), which it offers through a slot agreement with Hapag-Lloyd on the 'JMCSA' loop of the German operator.

The Danish carrier started co-loading on this Hapag-Lloyd-operated Med-Canada loop in May 2020 following the closure of an own service and will continue to do so until the westbound sailing of the 3,832 teu BARCELONA EXPRESS on 28 June ex Genoa and the east-

## LINER SERVICES

**Hapag-Lloyd: 'MSW'  
Med - Centram - WCSA****Vessels Deployed**

8 x 2,500 - 2,800 teu

**Port Rotation**

Malaga, Valencia, Genoa, Leghorn, Barcelona, Caucedo, Cartagena (Col), Callao, Paita, Posorja, Guayaquil, Manzanillo (Pan), Moin, Cartagena (Col), Vigo, Malaga

**Zhonggu Logistics: 'CV2'  
China - Vietnam****Vessels Deployed**

1 x 500 teu

**Port Rotation**

Qinzhou, Ho Chi Minh City (Tan Cang terminal), Qinzhou

bound sailing of the 4,620 teu DACHAN BAY EXPRESS on 3 July ex Montreal.

Maersk has loading rights at Genoa, Fos, Algeciras, Tanger Med and Montreal and does not participate in Hapag-Lloyd's other calls at Sagunto, Vigo (westbound), Saint John (NB) or Salerno and Livorno (aka Leghorn - eastbound).

The Copenhagen-based carrier intends to cover the Med-Canada as from July using transshipment hubs in Europe. Currently, Maersk's only own service going directly to Montreal is the North Europe - Canada 'Canada Europe Express' ('CAE') operated jointly with CMA CGM ('St Laurent 1' or 'SL1').

Maersk is providing two 3,600 teu ships for this loop which turns in five weeks and offers connections between Antwerp, Bremerhaven, Rotterdam, Montreal, Halifax, Antwerp.

**Hapag-Lloyd adds Callao to Med - WCSA loop**

Hapag-Lloyd is adding this month a new southbound call at Callao to its standalone Med - South America West Coast 'MSW' service while dropping Buenaventura which will be served in transshipment going forward.

The new rotation of the 'MSW' loop will cover Malaga, Valencia, Genoa, Leghorn, Barcelona, Caucedo, Cartagena (Col), Callao, Paita, Posorja, Guayaquil, Manzanillo (Pan), Moin, Cartagena (Col), Vigo, Malaga.

The service will turn in 56 days and offer weekly sailings with eight ships of 2,500 - 2,800 teu. The first call at Callao will be provided by the 2,713 teu CAPE SABLE on 18 April.

**Zhonggu Logistics introduces Qinzhou-Vietnam service**

Zhonggu Logistics, a major domestic carrier in China, last month launched a new South China - Southern Vietnam service, marketed as 'CV2', further strengthening its coverage between the two regions.

The new loop turns weekly, connecting Qinzhou, Ho Chi Minh City (Tan Cang terminal), Qinzhou with one 529 teu vessel.

Zhonggu has deployed the XIN HAI XIU, which performed the maiden voyage of the 'CV2' from Qinzhou on 11 March.

The introduction of the 'CV2' marks the carrier's second dedicated South China - Vietnam service, following the launch of a separate loop in February focusing on Northern Vietnam, connecting Qinzhou with Haiphong.

## LINER SERVICES

**Shandong Ocean Shipping: 'Shangang Express'  
Malaysia - Indonesia - Bangladesh****Vessels Deployed**

2 x 300 - 700 teu

**Port Rotation**Port Kelang, Belawan, Chittagong, Belawan,  
Port Kelang**Asyad Line: India - Sohar service  
India - Oman****Vessels Deployed**

1 x 2,700 teu

**Port Rotation**

Mundra, Nhava Sheva, Sohar, Mundra

This latest addition forms part of Zhonggu Logistics' broader overseas expansion strategy. In January, the carrier launched its China – Red Sea 'CRX' service, which connects Ningbo, Nansha, Jeddah, Aqaba, Sokhna, Ningbo using two 1,744 teu vessels.

Despite Zhonggu's recent development in the intra-Asia trade, the Chinese operator still deploys a majority of its fleet, which consists of 60 ships with a total capacity of 51,605 teu, on Chinese domestic routes. Zhonggu is currently ranked 36th by operated capacity in Alphaliner's carriers ranking.

### Shandong Ocean Shipping expands Malaysia - Indonesia feeder to Bangladesh

Shandong Ocean Shipping Group, the shipping arm of Shandong Port Group, has this month extended the coverage of its only Southeast Asia container feeder service between Malaysia and Indonesia to Bangladesh.

The weekly feeder has been connecting the Malaysian hub of Port Kelang and the Indonesian port of Belawan since July last year with the 712 teu SMC QINGDAO.

Under the revised configuration, the loop now calls at Port Kelang, Belawan, Chittagong, Belawan, Port Kelang with two 376 – 712 teu ships. Zhonggu has deployed the 376 teu SMC KLANG as the second vessel, which performed the maiden voyage of the updated rotation on 1 April from Port Kelang.

Prior to the launch of this Port Kelang-Belawan-Chittagong feeder, the carrier, which was restructured from Shandong Port Shipping Group in 2024, focused on the domestic trade within China and short-sea loops in Northeast Asia.

### Asyad Line launches India - Oman service

Asyad Line, part of Oman's integrated logistics provider Asyad Group, last month introduced a Western India - Oman service.

The new loop connects Nhava Sheva and Mundra in Western India and Sohar in Oman on a 10-day basis, using one 2,700 teu vessel. The 2,754 teu HONG DA XIN 768 kicked off the maiden voyage of the service when it departed from Sohar on 8 March.

According to Alphaliner's database, the new service represents Asyad Line's only active direct service providing coverage in Oman.

The carrier last served Sohar through the China – Western India – Gulf 'FEX' loop, which it jointly operated with Milaha Maritime & Logistics (the shipping arm of Qatar-listed Qatar Navigation Q.P.S.C), and marketed as 'MGX2'.

## LINER SERVICES

**Maersk: 'Safina'**  
Malaysia - Oman - India - Sri Lanka

**Vessels Deployed**

5 x 3,400 - 4,600 teu

**Port Rotation**

Tanjung Pelepas, Salalah, Hazira, Nhava Sheva, Salalah, Colombo, Tanjung Pelepas

**ONE: 'IBX'**  
Iberia - North Europe - Baltic

**Vessels Deployed**

4 x 1,100 - 1,800 teu

**Port Rotation**

Leixoes, Lisbon, Southampton, Rotterdam, Gdansk, Riga, Klaipeda, Gdynia, Bremerhaven, Rotterdam, Leixoes

Blue Water Line (part of Abrao Group) also participated in the service until April 2025, marketing it as 'CIX'.

The 'MGX2 / FEX' service turned in six weeks with three 1,700 – 5,500 teu calling at Shanghai, Ningbo, Chiwan, Nhava Sheva, Mundra, Sohar, Hamad Port, Dammam, Shanghai once every fortnight before it was discontinued in August last year.

### Maersk rejigs Straits - Gulf - Sri Lanka 'Safina' service

Maersk recently reorganized its Straits-Gulf-Sri Lanka 'Safina' service, extending the loop to India while withdrawing its UAE coverage.

As part of this reconfiguration, the carrier has introduced Western India calls at Hazira and Nhava Sheva. At the same time, Maersk has removed Jebel Ali from the rotation, while also dropping the Omani port of Duqm and replacing it with a southbound call at Salalah.

The revised 'Safina' now calls at Tanjung Pelepas, Salalah, Hazira, Nhava Sheva, Salalah, Colombo, Tanjung Pelepas with a fleet of five 3,400 – 3,600 teu vessels. The 3,534 teu SLS TOPAZ performed the maiden voyage under the updated configuration when it departed from Salalah on 6 March.

The 2,664 teu CAPITAIN BARET completed the final sailing under the previous rotation with its arrival at Tanjung Pelepas on 10 March.

### ONE combines N' Europe-Iberia and NWC-Baltic loops

Ocean Network Express (ONE) will in mid-May couple its North Europe – Iberia service aka 'Iberia Europe Service' ('IBC') to the Northwest Continent – Baltic loop, marketed as 'Baltic Bridge Express' ('BBX').

The merger will result in a new Iberia – North Europe – Baltic loop, which ONE will market as 'Iberia Baltic Express' or 'IBX'.

ONE will commence the new 'IBX' with the 1,781 teu LANGENESS on 19 May from Southampton. The loop will turn in 28 days with 4 x 1,100 – 1,800 teu ships, calling at Leixoes, Lisbon, Southampton, Rotterdam, Gdansk, Riga, Klaipeda, Gdynia, Bremerhaven, Rotterdam, Leixoes.

The 'IBC', which was launched in 2024, turns in two weeks with 2 x 1,100 – 1,500 teu ships, calling at Rotterdam, Leixoes, Lisbon, Southampton, Bremerhaven, Rotterdam.

The 1,118 teu BALLATA will offer a final 'IBC' sailing on 20 May from Southampton to Bremerhaven and is scheduled to continue in ONE's 'Scandinavia Express' ('SCX').

## LINER SERVICES

**X-Press Feeders: 'TYX NB'**  
Morocco - Spain - Italy**Vessels Deployed**

2 x 1,170 teu

**Port Rotation**

Tanger Med, Algeciras, Vado Ligure, Civitavecchia, Cagliari, Tanger Med

**X-Press Feeders: 'TYX SB'**  
Spain - Morocco - Italy**Vessels Deployed**

2 x 1,800 teu

**Port Rotation**

Algeciras, Tanger Med, Milazzo, Salerno, Naples, Algeciras

ONE's 'BBX', which the carrier launched in 2024 together with Unifeeder, will be discontinued with the arrival of the 1,436 teu ESPERANCE on 15 May in Rotterdam.

The service is currently operated with 2 x 1,100 – 1,400 teu ships, offering weekly sailings between Bremerhaven, Rotterdam, Gdansk, Klaipeda, Riga, Gdynia, Bremerhaven.

### X-Press merges Italy-Morocco with Spain-Italy shuttle

X-Press Feeders this past weekend revised its coverage between Morocco, Spain, and Italy.

The Singapore-based feeder operator combined its 'Cagliari Tangier X-PRESS', dubbed 'CTX' with its Spain-Italy service aka 'Tyrrhenian X-PRESS' ('TYX NB'). X-Press now also offers additional ports in Italy with its 'Tyrrhenian X-PRESS' ('TYX SB').

Details of the revised Morocco - Spain - Italy coverage stand as follows:

> With the arrival of the 1,170 teu ECO ZEPHYR on 3 April in Tanger Med, X-Press discontinued its 'CTX'. The ship used to shuttle between Tanger Med and Cagliari on a weekly basis.

> To maintain a weekly link between Morocco and Sardinia of the closed 'CTX', X-Press added Tanger Med and Cagliari to the rotation of its Spain-Italy service, dubbed 'TYX NB'.

The updated loop continues to turn in two weeks with the two 1,170 teu methanol-dual fuel ships ECO ZEPHYR and ECO OSTRO which are replacing the current 2 x 875 – 1,800 teu units.

The ECO ZEPHYR kicked off the revised 'TYX NB', with a rotation taking in Tanger Med, Algeciras, Vado Ligure, Civitavecchia, Cagliari, Tanger Med, on 3 April ex Tanger Med.

> With the addition of Salerno (shifted from 'TYX NB') and Milazzo to the 'TYX SB', X-Press extended the coverage between Morocco, South Spain, and South Italy.

The updated rotation commenced with the departure of the 1,774 teu X-PRESS SALWEEN on 2 April ex Algeciras. The loop continues to turn in two weeks with 2 x 1,775 – 1,800 teu ships, calling at Algeciras, Tanger Med, Milazzo, Salerno, Naples, Algeciras.

Of note, Milazzo, Sicily, is a new port in the network of X-Press Feeders. Maersk, which slots on several West Med services operated by X-Press, in July last year announced that it had officially commenced operations at the port.

## LINER SERVICES

**CMA CGM: 'Midas 1', Maersk: 'MESAWA'**  
Middle East - India - South Africa - West Africa**Vessels Deployed**

5 x 4,500 - 6,000 teu

**Port Rotation**

Mundra, Nhava Sheva, Pointe Noire, Tema, Lagos, Cape Town, Coega (Ngqura), Mundra

**CMA CGM: 'Midas 2', Maersk: 'Protea'**  
Middle East - India - South Africa**Vessels Deployed**

5 x 2,400 - 2,800 teu

**Port Rotation**

Mundra, Nhava Sheva, Durban, Mundra

**CMA CGM: 'Swahili Express'**  
India - Middle East - East Africa**Vessels Deployed**

6 x 2,200 - 2,700 teu

**Port Rotation**

Nhava Sheva, Mundra, Colombo, Dar es Salaam, Mombasa, Nhava Sheva

A month earlier, Duferco Group, the Italian-originated conglomerate, with logistics activities through its shipping company Nova Marine Carriers, inaugurated the new Duferco Terminal Mediterraneo (DTM).

Since its opening, the terminal has only seen a handful of roro, heavy-lift, and mpp ships, such as ANNA, DEO VOLENTE, ESTRADEN, FWN SKY, and SIDER LONDON.

The X-PRESS SALWEEN will become the first cellular container ship to arrive at Milazzo on 6 April.

### **CMA CGM adjusts services to Africa due to ongoing conflict in the Middle East**

With the conflict in the Middle East Gulf showing no sign of easing and the Strait of Hormuz remaining mostly inaccessible, CMA CGM has had to rejig further services to Africa that are normally supposed to reach ports inside the Gulf.

The carrier's Middle East-India-South Africa-West Africa 'MIDAS 1' loop, operated jointly with Maersk (MESAWA) is now ditching calls at Jebel Ali and will be operated on a fortnightly basis only going forward.

The new rotation covers Mundra, Nhava Sheva, Pointe Noire, Tema, Lagos, Cape Town, Coega (Ngqura), Mundra, using five vessels of 4,500-6,000 teu.

The Middle East-India-South Africa 'MIDAS 2' loop, also operated jointly with Maersk (Protea) has also been cut short, with its Middle East leg removed.

The loop now connects only India with South Africa on a weekly basis, calling at Mundra, Nhava Sheva, Durban, Mundra, with five vessels of 2,400-2,800 teu.

Another Africa-bound service which can no longer serve the Gulf is the carrier's India-Middle East-East Africa 'Swahili Express' (SWAX2).

The loop is now skipping Jebel Ali and Khalifa Seaport, which are replaced by a new call in Colombo.

The service now calls on a weekly basis at Nhava Sheva, Mundra, Colombo, Dar es Salaam, Mombasa, Nhava Sheva, using six ships of 2,200-2,700 teu.

Colombo is also used by CMA CGM in lieu of Middle East calls for its ME-East Africa-Indian Ocean 'Karibu Express' service which can no longer reach the Gulf.

## VESSELS

## Containership Deliveries in April

Vessel Name	teu	Operator
CMA CGM SILVER	13,136	CMA CGM
MSC ZIVANA	11,480	MSC
OU SHENG	3,300	tbn Chinese

## Containership Deliveries in March

Vessel Name	teu	Operator
CMA CGM GR'D PALAIS	23,872	CMA CGM
CMA CGM CARMEN	16,188	CMA CGM
ONE SIMPLICITY	13,932	ONE
ONE SHINE	13,932	ONE
MSC SABRINA	11,400	MSC
HMM SAGE	8,548	HMM
HE HAI JU LI	1,510	ASL
WES ANNA	1,208	Seaboard
M. KEPLER	1,056	Hede Shg

right: The brand new CMA CGM SILVER, shown at the Hyundai Samho Shipyard some weeks ago.

The 13,136 teu ship is number ten in a series of twelve methanol-enabled sisters for CMA CGM, which ordered these ships in 2023.

photo: CMA CGM

## Hyundai Samho delivers the 'neo-panamax' vessel CMA CGM SILVER (13,136 teu, MDF)

HD Hyundai Samho Heavy Industries very recently delivered the 'compact neo-panamax' ('C-NPX') container vessel CMA CGM SILVER.

The 13,136 teu ship is number ten in a series of twelve methanol-enabled sisters for CMA CGM. The French Line ordered these ships in early 2023.

The CMA CGM SILVER is 335.00 m long and 51.00 m (20 rows) wide, with a deadweight of 147,200 tons on a draft of 15.50 m.

CMA CGM's ships of this series come with high reefer intakes of 2,100 plugs, and they are designed primarily for the North - South trades.

Powered by an MAN B&W -7G95ME-C10.5 engine that develops an output of around 43,000 kW, the ship can reach speeds of just under 21 knots.

CMA CGM will deploy its latest vessel on the Asia - ECSA loop 'SEAS2' that it operates jointly with COSCO ('ESA2'). OOCL, Yang Ming, PIL and Evergreen all have slot allocations on this service.



On the 'SEAS2', the CMA CGM SILVER will replace the CMA CGM BEL-EM, an LNG-powered 13,264 teu vessel.

## ZCIS delivers the MSC ZIVANA (11,480 teu, LNG)

Zhoushan Changhong International Shipyard (ZCIS) this past weekend delivered the 11,480 teu container vessel MSC ZIVANA to the Mediterranean Shipping Company (MSC).

MSC's new ship is the penultimate unit in a series of ten 'CIMC ORIC

## VESSELS

Right: The sister ships MSC ZIVANA (right) and MSC MIGSAN (left) the last two units in a series of ten 11,480 teu vessels for MSC.

Very recently, they were then named together at the yard.

The MSC ZIVANA has since phased into service and the MSC MIGSAN will soon bring the series to an end.

photo: ZCIS

11500 LNG' type sisters that the Chinese yard will build for MSC this in 2025 and this year. MSC ordered these ten ships in early 2023 for a reported price of around USD 120 M per unit.



Later this month, ZCIS will complete the series with the handover of the MSC MIGSAN. The ten 'CIMC ORIC 11500 LNG' types are 335.00 m long and 45.60 m (18 rows) wide.

The ships have a deadweight of 135,000 tons on a draft of 15.50 m. MAN B&W 6G90ME-C10-GI-coEGR type main engines give the ships a design speed of 20 knots.

The new MSC ZIVANA will start her career with a deployment on MSC's standalone Far East - South Africa loop 'Ingwe'. She therefore positioned from the yard to Qingdao, where she phases into service.

### Donghong delivers the OU SHENG (3,300 teu)

Zhejiang Donghong Shipbuilding this week delivered the gearless 3,300 teu container vessel OU SHENG to Xiamen Ousheng Shipping.

The Chinese owner will charter the ship out to a yet undisclosed carrier, presumably for Chinese domestic or regional trading.



**东红集团**  
DONGHONG GROUP

right: Zhejiang Donghong Shipbuilding has delivered the 3,300 teu OU SHENG to the Chinese owners Xiamen Ousheng Shipping.

The vessel is a compact container ship with a high deadweight, small engine and a slow sailing speed.

As such, it is designed for regional and domestic trading in the Far East.

photo: Donghong Shipbuilding

The OU SHENG has a typical Chinese slow-steamer design with a small engine and a bulky hull. She has a length of 197.00 m, a breadth of 34.80 m (14 rows) and a high deadweight of some 61,100 tons.

The ship is powered by an MAN 6G50ME-C9.6-HPSCR type main engine that delivers a fairly modest 10,300 kW for speeds of up to 15.5 knots.

From the shipyard South of Ningbo, the ship this week positioned North to Qingdao, where she is expected to load her first cargo.

### **CSSC Hudong-Zhonghua to bag COSCO Shipping orders for twelve 14,000 teu LNG dual-fuel vessels**

CSSC Group's Hudong-Zhonghua Shipyard is believed to be the front-runner to win COSCO Shipping's upcoming orders for a series of twelve 14,000 teu container ships with LNG dual fuel propulsion.

The new series would be part of the massive newbuilding program that COSCO Group announced in late 2025. Within the scope of this mega scheme, the state-owned Chinese ship owner and operator plans to procure a total of 87 vessels of various types.

If confirmed, the twelve-ship series would also mark a departure from COSCO's current newbuilding strategy that only bet on container ships with either conventional or methanol dual-fuel power.

Alphaliner expects the new LNG-powered container vessels to be 'compact neo-panamax' units of Hudong-Zhonghua's new in-house design. Singapore's PIL is scheduled to receive the first ship of this new type, the KOTA ELOK, quite soon.

Another seven sisters will then be delivered to PIL by 2028. COSCO Group already stands to receive twelve conventionally powered variants of this design from Hudong-Zhonghua, including six OOCL vessels chartered from Seaspan Corporation and six owned units that will come on stream for COSCO.

These are to be delivered from late 2026 to late 2027 at a pace of about one ship per month. It is not yet publicly known whether the twelve new LNG-powered ships would come on stream for COSCO Shipping, for its sister carrier OOCL, or both.

### **Chinese owner Xiamen Feihongshun Shipping orders two vessels of 4,350 teu and 3,300 teu**

Xiamen Feihongshun Shipping has placed orders for two container ship newbuildings with compatriot yards.

The Chinese non-operating owner has tasked Jiangsu Zhiyuan Ship-

## VESSELS

building with the construction of a 4,350 teu ship, its biggest ever, while Ningbo Boda Shipbuilding has won the contract to build the 3,300 teu container vessel.

Feihongshun will pay around RMB 294 M (USD 42.7 M) for the 4,350 teu ship, with delivery scheduled for December 2027.

No type has been confirmed for the vessel, but the reported dimensions of 215.00 m long and 37.30 m (15 rows) wide suggest that it could be a lower-spec 'half-sister' of the 'SDARI Sealion 4300' that the designers offered primarily to Chinese owners.

The type is about five meters shorter and 20 centimetres narrower than the highly-popular 'mainstream' design and it comes with a smaller B&W 6G60ME-C10.5-HPSCR engine.

At Ningbo Boda meanwhile, Xiamen Feihongshun has ordered another vessel of 3,300 teu, and it reportedly agreed to pay RMB 207 M (USD 30.1 M) for the ship.

Last year, the shipyard already delivered the 3,004 teu ship FEI HONG DA 66 to this owner, and it is scheduled to deliver a second unit to the same Feihongshun later this year.

To be named FEI HONG DA 68, the vessel will likely be handed over in December. The recently-ordered ship number three is due for delivery a year after that in late 2027.

Some sources claim that the third ship is a sister of units one and two, while others refer to the vessel as a slightly larger 3,300 teu unit.

In terms of dimensions, all three ships will be similar at around 197.00 m long and 34.80 m (14 rows) wide with a deadweight of just under 59,000 tons.

The newbuilding's J-ENG 6UEC50LSH-Eco-C2-LPSCR type main engine will deliver up to 9,000 kW of power for moderate speeds of 15 knots.

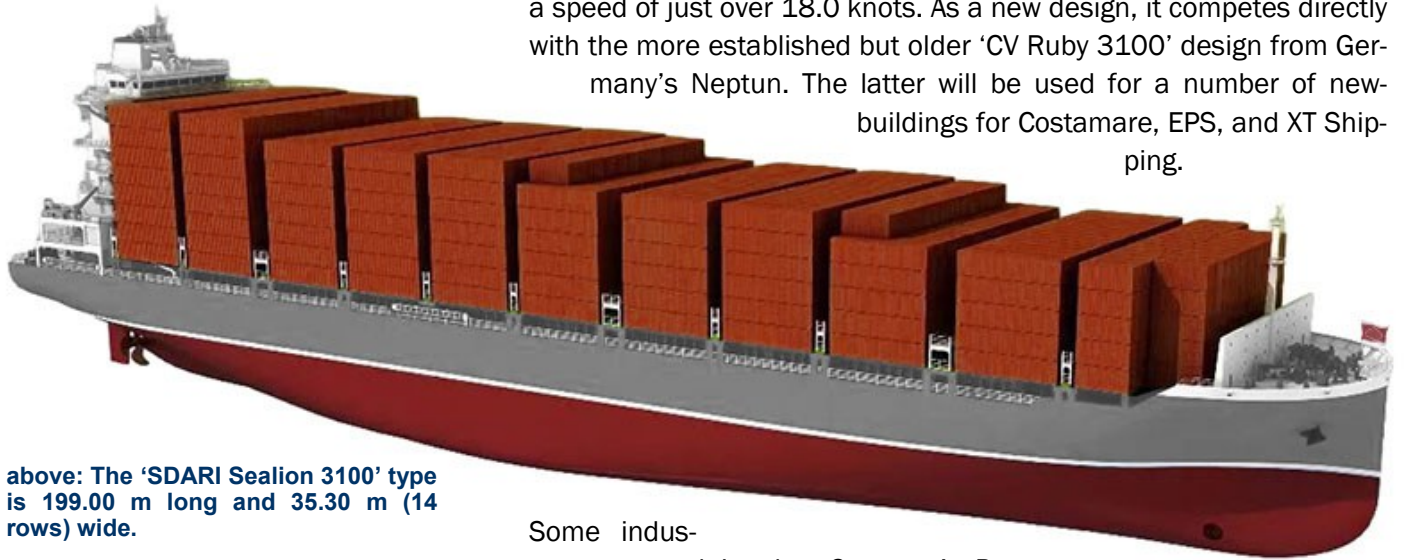
### European owners order 3,100 teu pair from Chengxi

An undisclosed European owner has turned to China's CSSC Chengxi Shipyard to place firm orders for a pair of 'SDARI Sealion 3100' type container ships, with delivery expected in 2028.

No price has been reported, but ships of this class would currently go for between USD 46 M and USD 50 M, depending on technical features such as reefers, gear, and scrubbers.

For Chengxi, the orders mark a return to container vessel newbuild-

## VESSELS



above: The 'SDARI Sealion 3100' type is 199.00 m long and 35.30 m (14 rows) wide.

As such, the design is one 40-foot container bay longer than the very common 'Chittagongmax' vessels which are under 186.00 m long.

Newbuildings reported as '3,000 teu class' typically fall into one of two categories:

Optimized 'Chittagongmax' of just under 3,000 teu and ships like the 'SDARI Sealion 3100' or the 'CV Ruby 3100', which are longer and carry some 200 to 300 teu more.

Illustration: SDARI / Alphaliner

ing, some five years after the yard delivered the 2,500 teu high-reefer sisters DOLE MAYA and DOLE AZTEC to the US-based Dole Food company, and its transport subsidiary Dole Ocean Cargo Express.

The conventionally-powered 'SDARI Sealion 3100' type is 199.00 m long and 35.30 m (14 rows) wide with a design draft of 11.00 m and a speed of just over 18.0 knots. As a new design, it competes directly with the more established but older 'CV Ruby 3100' design from Germany's Neptun. The latter will be used for a number of newbuildings for Costamare, EPS, and XT Shipping.

Some industry sources claim that Germany's Peter Döhle Schiffahrt is behind the orders, while others suggest the owners are Greek. According to some brokers, the ships will be ultra-high reefer units, which suggests that the orders were placed on the back of a forward charter commitment from a carrier.

So far, Alphaliner has not yet been able to confirm the owner or the ships' technical features.

Both types could be seen as replacements for the popular Polish-built 'Stocznia Szczecinska B-178' type, of which 22 units were built, mainly from 2001 to 2009, with a single ship of 2011 vintage.

### Zhonggu to order ten 1,800 teu 'Bangkokmaxes' from the recently-revived Wuhan Qingshan Shipyard

Shanghai-listed Zhonggu Logistics has disclosed that it plans to invest up to RMB 2.7 bn (USD 392 M) in a series of ten 1,800 teu container vessels, likely with 'Bangkokmax' specs.

Zhonggu is in advanced negotiations with China Merchants Group's Wuhan Qingshan Shipyard and wants to have the ten ships delivered in 2028 and 2029.

Located some 1,100 km up the Yangtze River near Wuhan, Qingshan used to be prolific builder of mid-sized cargo vessels until 2018, when it left the newbuilding sector.

The yard then continued to offer vessel repair and maintenance services, and it kept building steel and machinery parts.

Qingshan's exit from newbuilding came in the wake of China Merchant Group's takeover of the yard's owner Sinotrans in 2015. In light of the current shipbuilding boom, China Merchants Group has decided to re-boot newbuilding at Qingshan.

Zhonggu Logistics currently operates a fleet of 60 container vessels with a combined capacity of 51,000 teu and it ranks in place 36 among the global container lines.

Two years ago, Zhonggu used to be in the global top-20, but the carrier plummeted down the rankings when it decided that chartering out tonnage was more lucrative than operating. Currently, 40 ships (132,000 teu) out of the 51 Zhonggu-owned ships (147,000 teu) are chartered out to other carriers.

Zhonggu's orderbook already includes a series of at least six 6,300 teu ships from Jinling Shipyard (2), also part of China Merchants Group, and Hengli (4). Just like the upcoming 1,800 teu newbuildings, these could end up with the carrier itself or be earmarked for charter-out opportunities.

### **Venergy orders two more 1,930 teu ships from GWS**

Piraeus-based Venergy Maritime has picked up two orders for 1,930 teu 'Bangkokmax' vessels from CSSC Group's Guangzhou Wenchong Shipyard (GWS).

The company, which is part of Vyron Vasileiadis' V Group, thus increased its pipeline of 'Bangkokmax' orders from four units to six, and it is believed to hold options for units seven and eight.

Venergy's new ships will be 'Wenchong Swan 1900' types, an in-house design of the yard.

Depending upon technical specifications, the vessels will cost around USD 30 M per unit, and are expected to be delivered in 2029.

### **Erasmus orders 1,800 teu 'Bangkokmax' pair from GWS**

Athens-based non-operating owner Erasmus Shipinvest Group has turned to China's CSSC Group to place newbuilding orders for two 'Bangkokmax' container ships. The deal comes with options for another pair of sister vessels.

Guangzhou Wenchong Shipyard (GWS), the CSSC Group's specialist for small and mid-sized container vessels, will deliver the conventionally powered ships in 2028.

## VESSELS

## NOO newcomer(s) to back series of large LNG-dual fuel mainline vessels?

Ship brokerage sources report that, despite an already massive container ship order book, several projects for large LNG-powered container vessels are still being discussed with yards.

The projects are generally driven by carriers, but non-operating owners could order the ships on the back of long-term charter commitments.

Reportedly, discussions are well advanced for LNG-dual fuel ships in the compact ('C-NPX') and/or maxi ('M-NPX') 'neo-panamax' sizes.

Some industry sources suggest that the strong market for container vessels has even attracted newcomers to the business.

At least one firm without any exposure to the sector is believed to be interested in ordering large mainline vessels with the objective of chartering the ships out to a carrier.

Currently, LNG seems to be the most favored fuel option, striking the right balance between price, emissions, availability and overall technological maturity.

LNG-powered 'C-NPX' ships would start at around USD 180 M per ship, while 'M-NPX' vessels would cost more than USD 210 M each.

Actual prices will of course depend on the yard (China vs Korea), on technical features (reefers, etc.) and delivery slots.

CSSC referred to Erasmus' new ships as 1,800 teu units, but Alphaliner believes that the vessels will be 'Wenchong Swan 1900' designs which have a capacity of 1,930 teu. Brokerage sources however indicate that the ships could be geared, which would explain the 130 teu difference in intake.

No price has been disclosed, but ships of this class will typically cost between USD 30.0 M and USD 32.0 M.

The 'Wenchong Swan 1900' is a standard 'Bangkokmax' type with a length of 172.00 m and a breadth of 27.50 m (11 rows).

Erasmus already has three ships of this design in its fleet, the ERASMUS RAINBOW, ERASMUS QUEEN, and ERASMUS PASSION. None of the three vessels were ordered by their current owners, and all three were acquired secondhand at a young age from Kanway Shipping, Briese Schifffahrt, and China United Line.

Currently, Erasmus manages a fleet of 17 container vessels, mostly in the size classes of 1,100 teu, 1,800 teu, and 2,500 teu.

## Changhong orders 1,056 teu ship at Ningbo Penghong

Jiangyin-based Changhong Shipping in late March ordered its first-ever container vessel.

The Chinese owners from the Jiangsu Province turned to Ningbo Penghong Shipbuilding Heavy Industries to sign a contract for one 1,056 teu box ship.

Penghong will build the small vessel in just about a year's time, with delivery scheduled for early 2027. Changhong Shipping so far does not own or operate any container vessels, and the newbuilding order marks its entry into the sector.

In the ongoing shipbuilding boom, Ningbo Penghong Heavy Industry has reactivated the site of the former Beilun Lantian Shipbuilding yard, previously used for building steel sections as a subcontractor to other yards.

Here, Penghong is now building small container vessels, chemical tankers, and mini-bulkers.

Later this year, the yard is scheduled to deliver two 1,056 teu sister vessels and one 2,693 teu vessel to Xiamen Haitao Shipping. The new ship for Changhong is expected to be of the same type as Haitao's pair.

Alphaliner does not yet know whether Changhong Shipping plans to actually operate its first container vessel or put the ship on the charter market. The latter does, however, seem more likely.

# LIEBHERR

right: The ZHONG REN 122, operated by SAL Heavylift of Germany, sails past Cuxhaven on the lower Elbe River.

She is bound for Hamburg, where the ship delivered three semi-assembled ship-to-shore cranes from Liebherr.

The cranes are units number four, five and six of a program that will see all ZPMC cranes at the HHLA Container Terminal Altenwerder replaced by new ones from Liebherr.

photo: F. Fuhrmann



above: The ZHONG REN 122 has arrived at HHLA's Container Terminal Altenwerder.

photo: HHLA

## Liebherr delivers next three STS to CTA Hamburg

The heavy-load carrier ZHONG REN 122 on 1 April arrived at the port of Hamburg to deliver three semi-assembled ship-to-shore container cranes from Liebherr to the Container Terminal Altenwerder (CTA) of HHLA.



The new cranes are units four to six in a replacement program that will eventually see CTA's fleet of 14 ageing gantries from ZPMC replaced with bigger and more modern cranes. Unlike the terminal's original gantries from China, their European replacements are remote-controlled.

In preparation for the new equipment, HHLA has already dismantled four of the old cranes, so that CTA's 1,400 m pier is currently staffed with ten ZPMC cranes and three Liebherr units.

The new ship-to-shore cranes have an outreach of 61.00 m, a lift height of 42.50 m and a safe working load of 80 tonnes.

CTA is one of Hamburg's four main container terminals, but it is the only one that cannot be reached by 'megamax' container ships. This is due to its location south of a road bridge that has a height of 'only' about 51.00 m above the water line, depending on tides.

It was designed in the 1990's and it opened in 2002, when ships of 6,000 to 9,000 teu were the norm on Far East - Europe mainline services. CTA nevertheless performs very well when handling much bigger tonnage of the 16,000 teu class. At the same time, these ships are its current maximum.

The new cranes are already sized for larger ships, since Hamburg plans to replace the ageing and maintenance-heavy road bridge with a higher one. Completion of the new crossing and the removal of the old bridge are, however, only scheduled for the mid-2030's at best.

right: The LAN HAI HONG YUN approaches Safaga with a deck load of three STS and six RTG cranes from ZPMC.

photo: Noatum / AD Ports

Like the old ZPMC cranes at CTA, the new Liebherr units are dual-trolley units with lashing platforms, from where a second fully-automated trolley picks up the containers to place them onto one of the terminal's automated guided vehicles.

CTA is primarily used by Hapag-Lloyd, Maersk, and CMA CGM, as well as by feeder carriers such as Unifeeder and X-Press. The largest ships that currently use the terminal are vessels of 11,000 teu on the Europe - WCSA trade.

Hapag-Lloyd is a 25.1% shareholder in the terminal itself, while MSC has an indirect stake through its 2024 buy-in into HHLA.

### First STS cranes arrive at Noatum Ports Safaga

Noatum Ports, the international operating arm of the UAE-based AD Ports Group, has received the first set of cranes for its upcoming multipurpose and container terminal at Safaga, Egypt.

The Chinese-flagged transport vessel LAN HAI HONG YUN this weekend delivered three fully assembled ship-to-shore (STS) and six rubber tyred gantry (RTG) cranes to the new facility on the Red Sea.



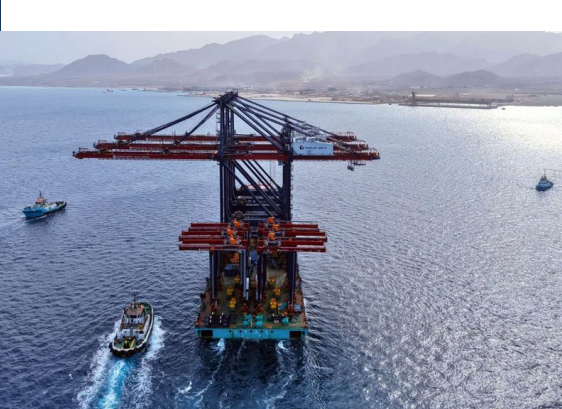
Noatum ordered the cranes from ZPMC and the equipment was built in China, at the manufacturers' plants in the Yangtze estuary.

Scheduled to launch later this year, Noatum Ports Safaga will have a 1,000 m pier and an 81 ha yard.

The new terminal is designed to handle up to 0.45 Mteu of containers, 5 Mtons of dry bulk and general cargo, 1 Mton of liquid bulk, and 50,000 units of ro-ro cargo annually.

Its layout suggests that a quay section of approximately 450 m will initially be used for container handling.

## PORTS &amp; TERMINALS



above: The LAN HAI HONG YUN approaches Safaga with a deck load of three STS and six RTG cranes from ZPMC.

photo: Noatum / AD Ports

right: The Teesport Offshore Gateway could take over the quay for Teesport's current Container Terminal 1.

The Container Terminal 2, visible on the left hand side of the image, would remain in place.

illustration: PD Ports

AD Ports Group said that the new cranes accounted for USD 53 M of the USD 200 M committed for the Safaga Terminal.

The group invested on the back of a 30-year concession to develop and operate the multipurpose terminal in partnership with Egypt's Red Sea Ports Authority (RSPA). The contract was awarded to AD Ports in 2023.

Abu Dhabi-based AD Ports acquired full ownership of the Spanish Noatum Group in a USD 680 M takeover in late 2022. Five years earlier, Noatum's sizable portfolio of Spanish infrastructure assets had already been sold off to COSCO Group.

Safaga is located some 500 km South of Cairo, and it is currently only served by small-scale niche operators such as United Marine Egypt and Arab SM. The port is primarily known for its roro and ropax links across the Red Sea to the Saudi port of Duba (aka Neom).

It is one of several new container terminals to come on stream in Egypt in 2026, adding to developments at Sokkna and Damietta.

### Teesport Terminal 1 to make way for new offshore port?

PD Ports recently detailed plans to build a large multipurpose terminal and clean energy industrial park at Teesport to support the United Kingdom's growing offshore wind energy sector.



The UK-based port operator's statement comes on the back of the British Government's decision to auction off additional wind farm rights in the nation's territorial waters.

Teesport is the closest port to the new concession areas, and it would therefore make an ideal base port for offshore support.

Computer renderings shared by PD Ports show that the new facility, to be named 'Teesport Offshore Gateway', would displace one of Teesport's two small container terminals - namely the lesser used Terminal 1.

## PORTS &amp; TERMINALS



PD Ports is a UK-based port and terminal operator owned by the Toronto-headquartered investment fund managers Brookfield and Pongteadea Inversiones of Spain.

It operates marine terminals in the UK at Hartlepool, Teesport, Groveport, Howden, and on the Isle of Wight, and it offers other related services at further locations.



above: The new ship-to-shore crane delivered to ICAVE this week is similar to this gantry that the Mexican terminal received in 2022.

photo: Hutchison Ports

Container Terminal 1 offers a 295 m pier and it is equipped with two small ship-to-shore container cranes. Currently, it is almost exclusively used by A2B-Online and their small-scale container short-sea services that connect the continental base ports of Rotterdam and Moerdijk with Thamesport, Immingham, and Teesport in the UK.

PD Ports said that the first phase of 'Teesport Offshore Gateway' could come on stream as early as 2028, which suggests that this would consist of the current Container Terminal 1, which would then be stripped of its box handling equipment.

The site has already secured both planning consent and marine consent, subject to amendments, to extend the riverside berth of Terminal 1 to develop the 15.50 m deep-water mooring for offshore ships.

Without going into detail, PD Ports commented that the creation of a new deep-water berth would also open up 'wider opportunities for additional bulk and container facilities, in support of PD Ports' existing Teesport Container Terminal'.

### ZPMC delivers one STS to ICAVE Veracruz

Hutchison Ports's ICAVE has received a new ship-to-shore gantry crane at the Port of Veracruz this week. Manufactured by ZPMC, the new crane was transported from the Chinese factory to Mexico aboard the ZHEN HUA 26.

This single crane joins four 'megamax' sized cranes and three smaller units that presently serve Hutchison's 750 m pier. The shipment also comprised four RTGs to furnish the terminal's 20 ha yard.

In December, the operator announced it was proceeding with the Phase 2 extension project at its facility. The plan aims to lengthen the pier by a further 300 m to the south, reaching 1,050 m in total, while the yard will also expand to 72.4 ha. As part of the MXN 4.5 bn (USD 250 M) investment, the firm will purchase three more STS and eleven RTGs. Once fully completed, the terminal will have an annual design capacity of 2.40 Mteu, the operator said.

ICAVE, short for Internacional Contenedores Asociados de Veracruz, is located in the outer port of Veracruz and the current terminal was launched in 2019.

A year later, in February 2020, Hutchison closed its first ICAVE container terminal in the inner port and moved all operations and cargo handling equipment to the new facility.

MSC, CMA CGM, and the Gemini partners Maersk and Hapag-Lloyd provide the majority of the port's traffic, typically deploying container-ships of 8,000+ teu on the Transatlantic trade. In 2025, the port of Veracruz handled 1.30 Mteu.