AXS Signal Ocean

ALPHALINER

the weekly container shipping newsletter

2026-13

25 Mar - 31 Mar

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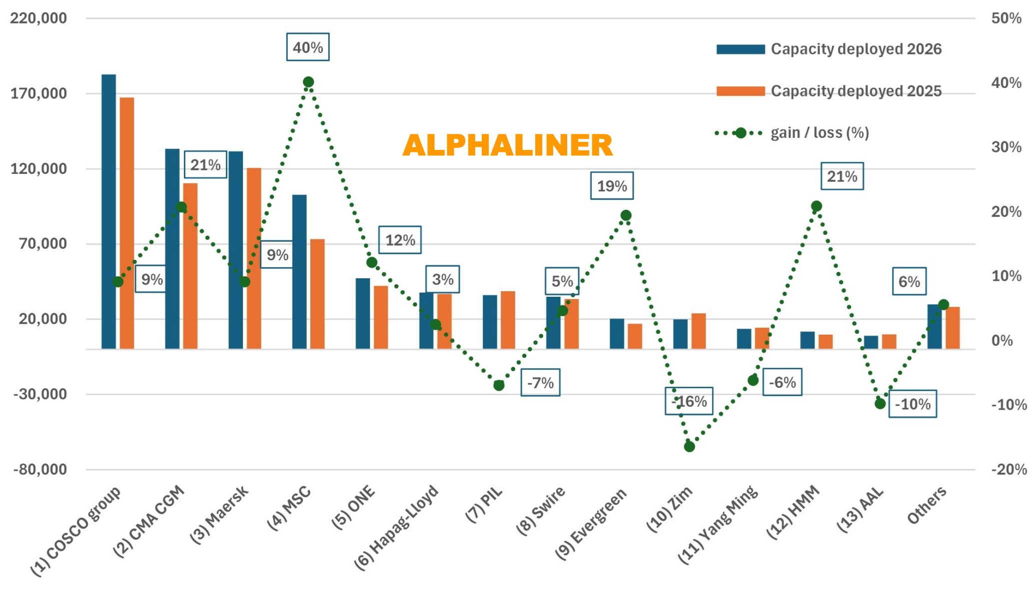
Chart of the week

- **Alphaliner's FE-Oceania trade review includes cellular and multipurpose services linking Northeast and Southeast Asia with Australia, New Zealand and the Pacific Islands.**
- **The overall deployed capacity in the Far East-Oceania trade increased by 12% y-o-y, double the global fleet growth rate of 6%.**
- **CMA CGM narrowly overtook Maersk for 2nd place, while MSC stands as the fastest growing carrier in the trade (+40%).**

Top 13 carriers: Far East-Oceania deployed capacity (16 March 2026)



Others includes TS Lines, Sinotrans, Kyowa, Meratus, Matson among others (list of carriers on page 2)

FE-Oceania slots up 12%; MSC and CMA CGM largest increase

The Far East-Oceania trade has seen a significant capacity expansion over the past twelve months, with total deployed slots increasing by about 84,000 teu or 12% to reach 811,141 teu as of 16 March 2026. This is double the global liner fleet growth of approximately 6% registered during the same period.

MSC recorded both the largest nominal and proportional increase in deployed tonnage over the past year, adding 29,478 teu, a 40% surge compared to its 2025 capacity. This expansion, which brings MSC's total slots in the route to 102,837 teu, was primarily fuelled by the introduction of the dedicated China-Australia 'Kangaroo' service, utilizing five 2,500–8,000 teu units, and the extension of the China-Indonesia-Australia 'Koala' loop, which added a 4,000 teu vessel. These moves solidify MSC's fourth place, with more than double the deployed capacity of ONE (47,215 teu) in fifth.

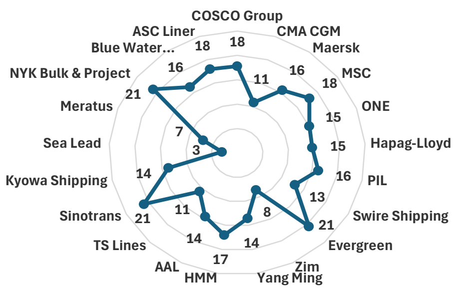
CMA CGM recorded the second-largest capacity growth of 23,000 teu (21%). This shift resulted in a rank reversal as the French carrier climbed to second place, narrowly overtaking Maersk. In mid-March, the Danish operator slipped one spot with 131,693 teu, while CMA CGM expanded its footprint to 133,383 teu. This upward move was partly supported by the launch of the North Asia-PNG-Australia 'APR2' service, operated by CMA CGM's Oceania specialist brand ANL. This fortnightly loop utilizes three vessels of 1,600–1,800 teu.

Maersk saw a more modest increase of approximately 11,000 teu, or 9%, compared to the previous year. This growth stemmed from the addition of two container ships into its existing Asia-Australia/New Zealand network.

FE-Oceania deployed capacity by operator (16 Mar 2026)

Rank Mar 2026	Carrier	Mar 2026 Units	Mar 2026 Capacity (teu)	Mar 2025 Units	Mar 2025 Capacity (teu)
1	COSCO	35	182,742	32	167,404
2	CMA CGM	32	133,383	26	110,453
3	Maersk	28	131,693	26	120,654
4	MSC	25	102,837	18	73,359
5	ONE	9	47,215	8	42,100
6	Hapag-Lloyd	6	37,766	6	36,830
7	PIL	12	36,029	14	38,716
8	Swire	21	34,984	19	33,427
9	Evergreen	3	20,380	3	17,060
10	ZIM	4	19,954	5	23,879
11	Yang Ming	3	13,574	3	14,463
12	HMM	2	11,788	2	9,751
13	AAL	6	8,949	7	9,918
14	TS Lines	2	7,349	2	7,349
15	Sinotrans	1	5,816	1	4,738
16	Kyowa	7	4,904	7	4,904
17	SeaLead	1	4,636	1	4,636
18	Meratus	4	3,098	4	2,592
19	NYK B&P	2	1,882	2	1,882
20	Blue Water Shg	3	1,630	3	1,630
21	ASC Liner	1	532	1	532
	Total	207	811,141	190	726,277

FE-Oceania trade: carriers' teu-weighted average age (16 March 2026)



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China's COSCO Group (including COSCO SHIPPING Lines and OOCL) continues to top the list with over 182,000 teu in operated slots as of mid-March this year. The group maintained its pole position by adding 15,000 teu, or a 9% year-on-year increase, stemming from the deployment of three additional units on its existing network. Its average vessel size remained essentially flat, decreasing slightly from 5,231 teu to 5,221 teu.

Swire Shipping remains the leading regional carrier with 34,984 teu (8th place). Its capacity remained stable over the past year, seeing only a marginal increase of about 1,557 teu. Notably, 95% of its 21 deployed ships are geared vessels with a fleet average size of 1,666 teu, which is considerably smaller than the other top-10 carriers' average fleet size on this route. This fleet profile reflects the technical requirement of the region where smaller, geared vessels are essential for accessing ports with limited landside infrastructure.

Despite ZIM showing the largest capacity decrease in the trade at 16%, this only represents the withdrawal of a single 3,000 teu ship. The carrier removed one vessel from its 'ZAX' joint service with MSC (branded as 'Panda'). Of note, MSC's growth figures do not yet reflect a replacement vessel that took over the aforementioned ZIM slot just last week as this ship had not yet joined at the time of our survey. The addition however does not affect the current rankings. Currently, MSC deploys five 3,300–7,000 teu vessels while ZIM operates three 2,800–3,800 teu vessels on this loop.

Given the distinct difference in fleet profiles, mainline operators clearly dominate the Far East-Oceania trade, controlling roughly 91% of all deployed slots. Regional carriers, which account for the remaining 9%, utilize a mix of smaller multipurpose vessels and fully cellular units.

The capacity share is also highly concentrated at the top, where the four leading lines (COSCO, CMA CGM, Maersk, and MSC) now hold 68% of the entire trade capacity, an uptick from 65% last year. In terms of ship count, they also lead the pack with a combined 120 vessels out of a total 207 currently active on the route.

The age of fleet deployed on Far East-Oceania trade

The overall tonnage operated in the Far East-Oceania trade, as per Alphaliner's recent survey on 16 March, revealed a teu-weighted average age of about 15 years. This is on the older side compared to the global container fleet average that currently sits just shy of 12 years.

The age profile among the 21 container carriers active in the trade is predominantly mature. SeaLead operates the youngest fleet with a single 3 year old unit, followed by Meratus (av. age 7 years) and ZIM (av. age 8 years). However, these are the exceptions, for the majority of the remaining average ages vary between 11 and 18 years. At the other end of the spectrum, Evergreen, NYK Bulk & Project and Sinotrans deploy the oldest fleets (av. age 21 years).

MTT Shipping looks to raise USD 160 M in April IPO

Malaysian container operator MTT Shipping and Logistics Berhad (MTTSL) will seek to raise MYR 652 M (USD 161 M) from investors in its forthcoming IPO, the country's largest logistics offering in over a decade.

MTTSL will look to sell 633.5 million new ordinary shares at MYR 1.03 per share. The offering could raise a total of MYR 652.5 M, potentially rising to MYR 750.38 M if an overallotment option is exercised. The listing, on the Main Market of Bursa Malaysia, is scheduled to take place on April 21.

Most of the IPO proceeds - around 95.7% - will be used to acquire at least 12 newbuild container vessels, with the remaining funds used for listing-related expenses.

MTTSL was created in 2010, and is now Malaysia's largest container shipping operator. It is currently ranked 59th globally, up from 64 two years ago. Its fleet currently comprises 25 owned container vessels and one container ship chartered under a bareboat agreement. It has a young fleet with a majority of units built after 2020 and sized between 415-1,840 teu.

MTTSL executive chairman Datuk Seri Ong Kean Lee said last week, "We believe the timing for this expansion is appropriate as regional trade continues to evolve, and demand for reliable shipping capacity across key domestic and regional routes remains strong." The company had already said it would use the IPO funds to acquire 'additional container vessels with various capabilities, to capitalise on the growth in cargo volumes driven by supply chain realignment and production relocation'.

MTTSL is currently offering services on the domestic Peninsular and Eastern Malaysia routes, while its regional coverage extends to Southeast Asia and the Indian Subcontinent. Going forward, further expansion is planned in the Indian subcontinent and the South China region over the 18 to 36 months following the listing, to be timed with the delivery of the larger-size vessels to be acquired with the proceeds from the IPO.

The group also charters out significant tonnage, with 11 of its current 26 vessels currently on charter to liner companies, including Maersk, X-Press Feeders and RCL. It believes it is well positioned to benefit from the shortage of vessels in the 1,100-1,700 teu size range and the corresponding charter demand.

In total, a stake of up to 25.3% in the company will be offered to investors. Based on an enlarged issued share capital of 2.5 billion shares, MTTSL's total market capitalisation after listing would be approximately MYR 2.6 bn (USD 645 M).

The sale of the retail tranche (62.5 million shares) will close on April 3, followed by the institutional offering (571 million shares) on April 6. The Group indicated it would implement a dividend policy of at least 50% profit after tax.

MTTSL made a net profit of MYR 253.6 M (USD 64.2 M) on revenue of MYR 1.2 bn (USD 303.2 M) in the last available financial year, 2024.

A comprehensive newbuilding programme

MTTSL has committed to the following newbuildings at a total cost of approximately USD 193.3 M:

- **Four vessels (two geared and two gearless vessels) with nominal capacities ranging from 1,400 and 1,462 teu.**
- **Two vessels with nominal capacities of 1,092 teu;**
- **Two vessels with nominal capacities of 3,300 teu**

The ships are scheduled for delivery between December 2026 and June 2028. Some MYR 87.7 M has already been paid using internally generated funds and bank borrowings and it intends to utilise MYR 402.0 M from the IPO proceeds to part pay the remaining balance for the ships.

The four new vessels of 1,400-1,462 teu will replace the group's MTT KUCHING DUA, MTT BINTULU (below), MTT PULAU PINANG and MTT HAIPHONG, which are on average 28.3 years. Meanwhile, the two 1,092 teu units are committed for the expansion of its container liner shipping operations and to further expand and increase regional capacity.

- **MTTSL has also committed to acquire two 3,300 teu newbuilding container vessels - its largest to date - for a total cost of approximately USD 40.0 M which are scheduled for delivery by March 2028 and June 2028 respectively.**

above: MTTSL's IPO-funded fleet renewal programme will replace, among others, the 1997-built 1,439 teu MTT BINTULU.

photo: D. Gallichan

Hapag-Lloyd: Iran war costing USD 40-50 M per week

Hapag-Lloyd, the world's fifth largest container shipping company, said last week it is facing additional costs of USD 40 M to USD 50 M per week due to the Iran crisis as a result of higher prices for fuel, insurance and container storage.

Speaking to Indian news channel Ntv to coincide with the signing of a new Memorandum of Agreement with the Indian government, Hapag-Lloyd CEO Rolf Habben Jansen said the war had impacted more than 25,000 shipments made by the company.

Expenses could increase as the conflict continues, said the company.

Jansen said costs were going up significantly due to the increase in bunker fuel prices and insurance, plus operational adjustments. The extra costs will likely be passed on to customers.

"Our intention is not to make a profit. We are trying to limit the charges to the extra costs we need to recover. We are trying to ring-fence the problem as much as possible," commented Jansen.

Hapag-Lloyd last week signed a letter of intent with the Indian government to set up a ship recycling unit and invest in the port of Vadhavan. The company also intends to reflag up to four vessels to the Indian registry.

FMC declines to reduce notice period for rate hikes

The US Federal Maritime Commission (FMC) has rejected an appeal by several carriers to reduce the notice period for rate increases as a result of the conflict in Iran.

Four lines - Maersk, CMA CGM, Hapag-Lloyd and ZIM - had asked that surcharges and rate increases arising from the war could take effect more quickly than the current 30-day delay period.

Carriers can legitimately request that the Commission reduce the notice period but FMC Chairman Laura DiBella ruled current circumstances did not meet the criteria.

"In my view, when a carrier seeks special permission to reduce the 30 days' notice period for a surcharge, the carrier should demonstrate how its increased costs are linked to the dollar amount of the proposed surcharge," DiBella said. "An assertion that there are increased costs, without any data on what those costs are, how long they may last, and what steps the carrier is taking to mitigate them, is insufficient in demonstrating good cause."

DiBella said this transparency would ensure surcharges were used solely to adjust to unpredicted circumstances, and would better bal-

Samudera profits rise on larger fleet

Indonesia's Samudera Shipping, the 39th largest container operator globally, enjoyed an 8.3% rise in net profit for 2025 following a significant expansion in its fleet size.

Singapore-listed Samudera reported net income of USD 76.7 M for the year just passed, on revenue of USD 605.7 M.

The latter was up 14% after the company's fleet rose from 88 to 102 ships during the year.

Samudera carried 2.06 Mteu in 2025, versus 1.91 Mteu a year earlier, a rise of 8%. EBITDA rose 20.1% to USD 96.4 M.

ance the risks borne by shippers and carriers.

India's Directorate General of Shipping also moved to ensure surcharges were in line with actual costs borne by carriers, asking lines to "refrain from predatory, non-transparent and opportunistic pricing practices, including levy of exorbitant charges thereby taking undue advantage of prevailing geo-political issue."

Hapag-Lloyd lifts stake in Baxi Group to 50%

German ports-to-shipping group Hapag-Lloyd has increased its stake in India's J M Baxi Ports & Logistics Limited (JMBPL) to 50%, the company confirmed recently in its 2025 Annual Report.

The German group first acquired a 35% stake in Baxi in early 2023 from US private equity group Bain Capital, which was increased to 40% later that year through a capital injection.

Following a restructuring at Baxi to coincide with the increased investment, Hapag-Lloyd will hold a 51% stake in Baxi's container business, and a 49% stake in the Indian group's non-container business.

For the former, Baxi has now carved out its container business into a new company, J M Baxi Container Holdings Private Limited (JMBC). Hapag-Lloyd holds a 49% stake in JMBC's capital and voting rights through its wholly owned subsidiary HL Terminal Holding B.V. However, beyond the shareholding, Hapag-Lloyd controls JMBC on the basis of its rights, in particular its majority of seats on the Board of Directors, and will in future hold 51% of the capital and voting rights in JMBC.

JMBC comprises container handling and terminal services, inland container depot services, and the operation of container freight stations and container rail freight.

With the move, Hapag-Lloyd will strengthen control of its terminal investments in India, which has been tapped as future growth market. Investments in infrastructure will play a key role under Hapag-Lloyd's strategic playbook, Strategy 2030. Baxi runs container terminals at Kandla, Haldia, Visakhapatnam and Thoothukudi (Tuticorin).

Hapag CEO Rolf Habben Jansen told India's Economic Times that it was keen to invest in India infrastructure, including the upcoming Vadhavan Port in Maharashtra, where the German group will invest both capital and cargo.

The group has also gone further than container activities, saying it is committed to becoming to Baxi in all its activities. In addition to container operations, Baxi has multi-purpose terminals, inland container depots, and rail operations.

HHLA posts strong results after Odessa restart

Hamburg-based ports group HHLA reported a 19.5% jump in operating profits for 2025 on the back of higher container throughput and the partial resumption of activities at its Odessa container terminal.

Group revenue rose by 9.9% to EUR 1.8 bn, while the operating result (EBIT) came in at EUR 160.5 M.

HHLA handled 6,295,000 teu during the year, a 5.4% rise on 2024. This was partly driven by a 19.2% increase in volumes at its international container terminals to 339,000 teu (up year-on-year from 284,000 teu).

This followed expected volume growth at HHLA PLT Italy, and the limited resumption of seaborne handling at Container Terminal Odessa (CTO) since the third quarter of 2024. By contrast, seaborne handling volumes at the multifunctional terminal HHLA TK Estonia decreased slightly.

Activity at the group's core German operations also increased: container throughput at the Hamburg container terminals rose by 4.8% to 5,956,000 teu.

For the latter, while trade with the North America shipping region declined strongly, there was volume growth for the Far East – especially China – as well as for South America, Africa, Australia and the Middle East. The Red Sea conflict also led to significantly higher cargo volumes with other European seaports, especially from the UK, Belgium, Spain and the Netherlands.

IDLE FLEET

IDLE	99	IN YARD	163
	283,051		811,906
	0.8%		2.4%

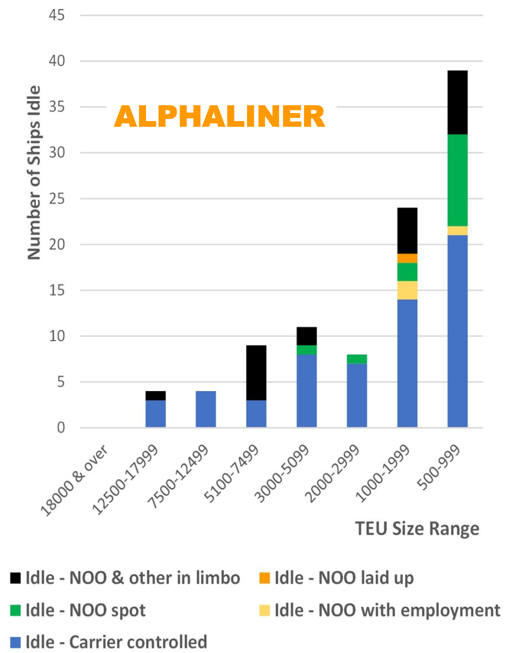
TOTAL INACTIVE	262	ships
	1,094,957	teu
	3.2%	of fleet

> "commercially idle" : ships without a revenue-generating commercial activity, such as vessels in warm or cold lay-up, between service assignments for longer-than-normal periods, arrested, detained, abandoned, or idle for any other reasons (excludes ships waiting off congested ports as part of a commercial revenue-generating service deployment).
> 'in yard' : ships in or at shipyards for routine maintenance, emergency repair, retrofit, conversion, or any other works (excludes newbuildings under construction).
> 'inactive' : the sum of 'commercially idle' + 'in yard'

Idle fleet breakdown > 500 TEU as at 23 March 2026

TEU Range	Units Idle	Trend	Idle** Carrier Units	Idle** NOO Units
< 1 Kteu	39	↗	21	18
1-2 Kteu	24	↘	14	10
2-3 Kteu	8	↗	7	1
3-5.1 Kteu	11	↘	8	3
5.1-7.5 Kteu	9	↗	3	6
7.5-12.5 Kteu	4	↗	4	0
12.5-18 Kteu	4	↗	3	1
18+ Kteu	0	↔	0	0
Total units	99	↗	60	39
Total TEU	283,051		188,483	94,568
% of Idle TEU			67%	33%
Idle TEU as % of total fleet			0.8%	

Idle ship distributions as at 23 March 2026

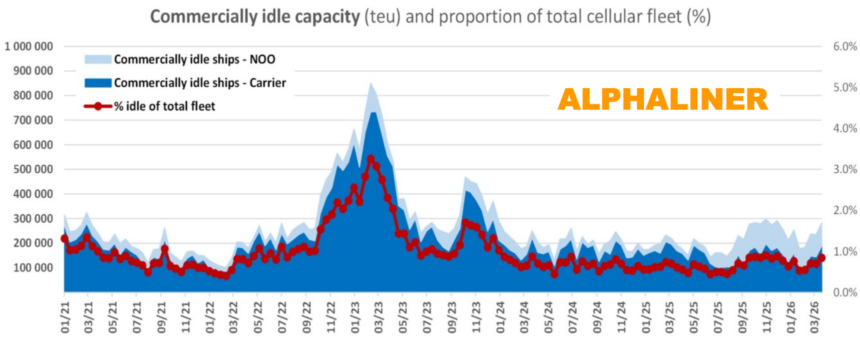


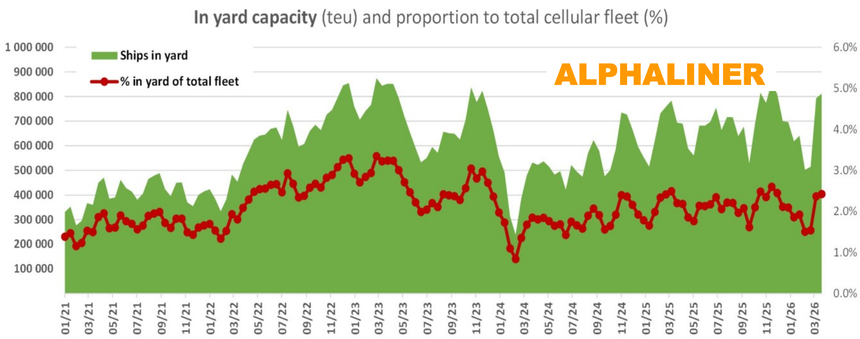
Idling still low despite geopolitical uncertainty

Despite the ongoing geopolitical situation in the Middle East, the commercially idle fleet remained relatively stable in the second half of March with an uptick of about 48,000 teu.

As of 23 March, Alphaliner counted 99 container ships totaling 283,051 teu as commercially idle. This represented only 0.8% of the global cellular fleet. At this stage, the liner sector can still be considered fully employed.

It is important to note that Alphaliner does not count every vessel blocked, or affected by, the Middle East situation as 'commercially idle'. As of 23 March, at least 75 container ships, or about 412,000 teu, had diverted or sheltered due to the conflict. With widespread AIS transponder deactivation and contingency plans still in the making, the actual number could be higher. Since these ships are not 'available', this 'forced inactivity' further drains tonnage supply.

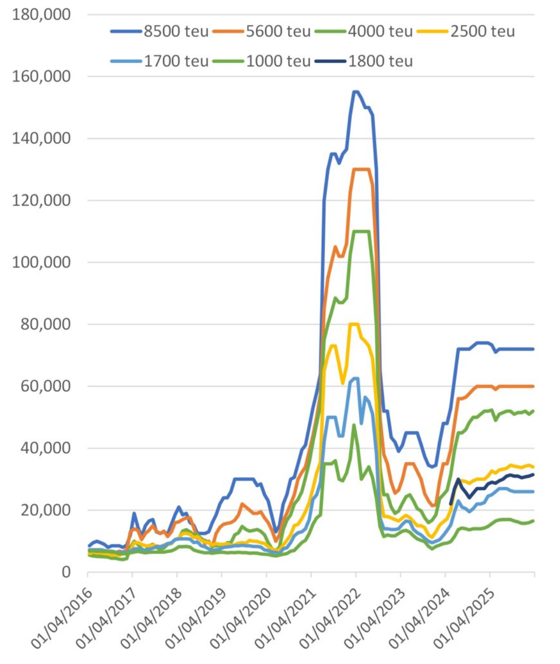




Should the conflict in the Middle East persist, capacity demand will be further inflated through increasing port congestion and ongoing fragmentation of the regional service network. With large box volumes diverted to gateway ports such as Sohar, Jeddah, Mersin and other hubs, terminal infrastructure is being tested. Sudden surges at these locations lead to berth congestion, yard congestion, and extended waiting times, further tying up container ship capacity.

Capacity tied up in drydock also remained stable, with a less than 20,000 teu increase over the past fortnight. Capacity reached 811,906 teu, which accounted for 2.4% of the total fleet.

Alphaliner Charter Rates 2015-2026



Rates for 12-month charters

Daily Charter Rates by TEU Size	17 Mar USD	31 Mar USD
8,500 teu	72,000	72,000
5,600 teu	60,000	60,000
4,000 teu (Panamax)	52,000	52,000
2,500 teu	34,000	34,000
1,800 teu (Bkkmax)	31,500	31,500
1,700 teu	26,000	26,000
1,000 teu	16,500	16,500

*rates given are, in part, assessments given the current lack of 12-month charters

Charter market resilient to Middle East crisis

The container charter market was a little quieter in the last couple of weeks, with fewer fixtures recorded across the board, apart from the smaller sizes under 1,000 teu which are showing astonishing vitality.

The short supply of tonnage across most sizes, and particularly above 3,000 teu continues to be the main reason for the market's lower activity, while demand remains very much alive, especially for modern, energy-efficient units. The war in the Middle East appears meanwhile to have had so far little impact on the market, which remains on a bullish trajectory with continuously strong and stable charter rates.

However, charterers are suffering, with Hapag-Lloyd claiming that the conflict in the Gulf and the resulting skyrocketing fuel prices is costing it USD 40-50 M per week, an impressively high figure which obviously is hardly sustainable. For most shipping lines serving the Gulf, additional costs also include service deviations, transshipments, overland transport and all sorts of extra insurance and cargo storage expenses. As a result, the longer the war lasts, the more meaningful the impact on the business will be, which at some point could end up hitting demand for tonnage.

But we are not there yet. On Monday, two large COSCO Shipping-controlled container vessels, the 18,980 teu CSCL ARCTIC OCEAN and her sister unit CSCL INDIAN OCEAN managed to make their way through Hormuz, exiting successfully the Middle East Gulf after being stuck for over a month. Whether more of the 135 container vessels still stuck in the Gulf will be able to exit Hormuz, a high-risk area, remains to be seen, but this obviously is a development to follow. Diplomacy will be a key factor here.

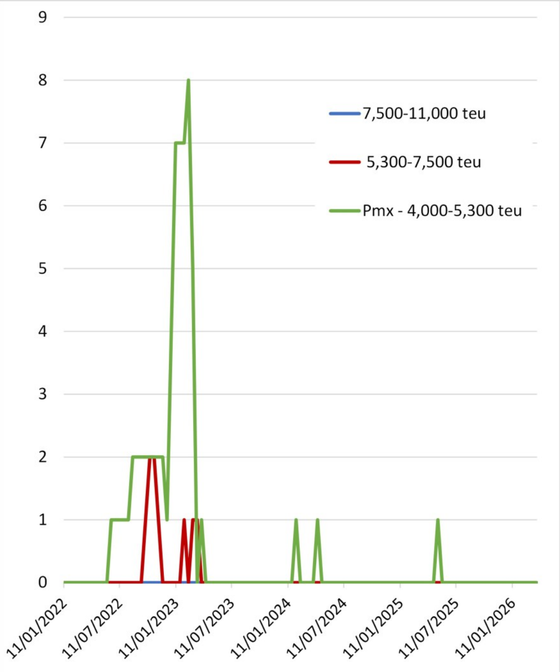
In the Red Sea, the entry of the Houthis in the war is a negative signal for commercial navigation in the area and is clearly pushing back further hopes of carriers returning to the Suez route any time soon. This is good news for the market, as continued deviations via the Cape of Good Hope and the additional sailing distances will continue to support charter rates by minimizing risks of overcapacity.

Meanwhile cargo rates continue to shrug off the war, with the Shanghai Containerized Freight Index (SCFI) up for a fifth consecutive week on Friday, with most trade routes showing gains. This is another reason for charterers and NOOs to be cautiously confident about the market going forward. However, the market stakeholders' fortunes will ultimately depend on how long the current Middle East mayhem will last and how badly it impacts the wider economy.

VLCS (7,500-13,500 teu) segment remains quiet but demand still there

The VLCS segment was again quiet in the past fortnight, but that was

available NOO ships 4,000+ teu



Spot ship records

Size (teu)	17 Feb	03 Mar	17 Mar	31 Mar
VLCS >7,500	0	0	0	0
LCS 4,500-7,500	0	0	0	0
Px 4,000-5,100	0	0	0	0
3,000-3,999	0	0	0	0
2,700-2,999	0	0	0	0
2,000-2,699	1	1	0	0
1,500-1,999	0	1	0	1
1,250-1,499	0	1	0	0
1,000-1,249	0	1	0	0
800-999	2	2	3	0
500-799	1	1	1	4

mainly due to a continued dearth of tonnage, as demand remains alive. Among older deals that surfaced in the last days, Maersk is believed to have chartered a 14,000 teu newbuilding for a short period but the terms remain confidential. Meanwhile tonnage of 9,000 teu was said to have been committed for long term charters at undisclosed terms.

LCS (5,300-7,499 teu): appetite from carriers shows no sign of easing

Carriers continue to actively chase LCS tonnage, and ready to fix with very forward dates. Illustrating this, a 'wide beam' vessel of 5,400 teu is said to have been extended for a period of three years at USD 30,000 per day, counting from only the second half of 2027. Meanwhile on a more prompt basis, a relet from Emirates, the 5,605 teu ESL KABIR (Hyundai 5600) was reportedly snapped up by Maersk for a short period of 75-105 days at USD 65,000 per day.

On the newbuilding front, OOCL was rumoured to have fixed a number of 6,000 teu NOO vessels, but very little detail was available as this report was being prepared.

The outlook for the LCS segment remains very strong for NOOs, with a continued dearth of tonnage in the coming months (apart from possible relets) ensuring ongoing healthy rates.

Classic panamaxes (4,000-5,299 teu) slow but demand still alive

Classic panamaxes continued to see reduced fixing activity in the past fortnight, mainly due to a persistent dearth of tonnage. However, a couple of Chinese-controlled 'wide beam' newbuildings of 4,810 teu due for delivery in Q4 2026 were reported fixed for periods of 24 months at rates of USD 45-46,000 per day, with CMA CGM and CULines named as the takers.

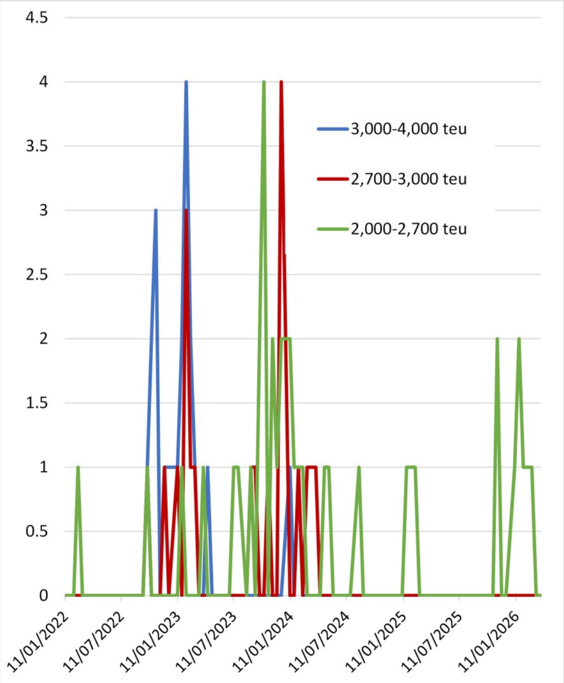
Otherwise, the rate benchmark for standard 'classic panamaxes' of 4,250 teu has been so far mid-USD 30,000 for employments of 36 months and 2026 deliveries, and in the high-USD 20,000 for 2027 deliveries.

Fixing activity shrinks in 3,000-3,800 teu sizes

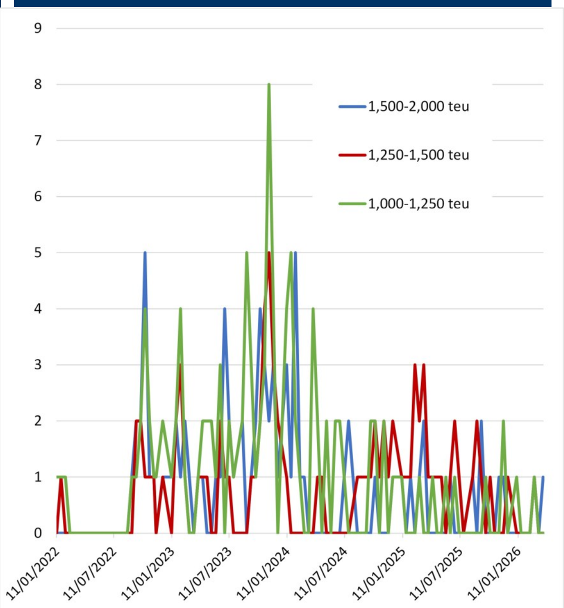
After a busy period, the 3,000-3,800 teu sizes went back to more normal fixing volumes. This reduction in activity had more to do with a continued limited supply of tonnage rather than a subdued demand. Among the fixtures recorded, newbuilding Chinese tonnage was again in the spotlight with two vessels securing employment. That included the 3,316 teu HONG TAI 656, said fixed to Maersk for 2 years at USD 37,000 per day, and the 3,300 teu HUA YUAN FU JIAN, reportedly taken by CMA CGM for the same period at USD 35,000 per day.

2,700-2,900 teu sizes continue to perform strongly

available NOO ships 2,000 - 4,000 teu



available NOO ships 1,000 - 2,000 teu



Although the volume of fixing remains low, demand for 2,700-2,900 teu ships is showing no sign of fading, with carriers continuously chasing these ships, particularly for Intra Asia routes. Illustrating this, Maersk is said to have fixed in Asia the 2,742 teu AS CARLOTTA (Aker CS 2700) for 24 months at a healthy USD 28,000 per day. Meanwhile, New Golden Sea Shipping (part of COSCO) was reported to have extended the 2,800 teu XIN BIN HONG, also in Asia, for a similar period but the rate has so far not been disclosed.

On the newbuilding front, Euroseas of Greece placed an interesting newbuilding order in China for two ships of 2,800 teu with a very high reefer intake of 1,000 plugs. These vessels, due for delivery in 2028 will no doubt generate significant interest from potential charterers, particularly from reefer carriers or shipping lines running services catering for high volumes of perishable goods.

2,000-2,699 teu tonnage still highly sought-after

Ships of 2,000-2,699 teu remain much coveted by carriers, especially the modern, energy-efficient units. Illustrating this, CMA CGM is believed to have extended in the Atlantic the 2,506 teu NORDAMELIA and her sister unit NORDPACIFIC (SDARI 2500) for a period of 36 months in the region of USD 25,000 per day. Meanwhile, Emirates reportedly sublet in Asia the 2,381 teu 'Chittagongmax' ESL SEATTLE (SDARI 2380) to Maersk for 4-5 months at a robust USD 42,500 per day.

With continued low supply going forward, this segment is expected to generate persistently strong conditions for NOOs, with modern ships benefitting the most.

Stable conditions for 1,500-1,900 teu vessels

The fixing activity in the 1,500-1,900 teu sizes was low in the past fortnight, but demand is still there and terms obtained by NOOs remain strong and stable. Illustrating this, the 1,781 teu 'Bangkokmax' type HOOGE (SDARI Sealion 1800) was fixed in Asia by Chinese carrier Hede for 24 months at USD 25,000 per day, in line with earlier fixtures of similar tonnage.

With manageable supply going forward and continued demand across the globe, these sizes should continue to enjoy strong conditions benefitting both 'standard' and 'Bangkokmax' units.

Rising activity and strong rates in 1,250-1,499 teu sizes

The 1,250-1,499 teu segment was busy in the past fortnight with half a dozen fixtures concluded. In a context of limited supply, terms obtained by NOOs remain very strong, with most periods agreed for durations of two years or close and rates ranging from USD 19,500 to USD 21,500 depending on the exact ship type and trading area.

CHARTER MARKET

Among the fixtures of interest, NGSS extended in Asia the 1,440 teu CAPE FAWLEY and her sister, CAPE FORBY (Hegemann 1400) for nearly two year employments at USD 19,500 per day. In the Atlantic, Nirint was said to have sublet the 1,368 teu EAGLE II (MRC 1100) to Unifeeder, for 10-12 months at USD 20,000 per day.

1,000-1,249 teu sizes continue their bullish journey

Although the fixing activity was low in the past fortnight, vessels of 1,000-1,249 teu continue to enjoy strong trading conditions with long periods for the best ships and healthy -albeit stable- rates for most units. Illustrating this, the 1,036 teu, ice class NORDICA (SSW 1000) was fixed by Samskip in the Atlantic for 18 months at a healthy EUR 16,800 per day. Meanhile in Asia SITC snapped up the 1,032 teu PADIAN 3 (Imabari 1000) for 12 months at USD 16,500 per day.

Conditions for these sizes are expected to remain strong going forward against a backdrop of moderate supply overall and continued solid demand.

Sub-1,000 teu sizes: the busiest!

The last fortnight was very busy for the sub-1,000 teu sizes, with Alphaliner counting at least twelve fixtures concluded. It is remarkable that the majority of deals were agreed for periods of 12 months and charter rates have been in some cases firming slightly. The vitality of the small sizes is astonishing and shows that there is still definitely a market for smaller units, especially West of Suez. Among the fixtures of interest, the 868 teu RUTH (Sietas Typ 168) was reportedly fixed by EUCON in the Atlantic for 14-16 months at a very firm EUR 14,000 per day. In Asia, the 818 teu PREMIER (Dae Sun 800) was meanwhile snapped up by Dong Young Shipping for 8-10 months at USD 15,500 per day.

Representative Fixtures

Vessel	Teu	Reefer	Gear	Design	Year	Charterer	Charter	Duration	Rate		Area
ESL KABIR	5,605	600	N	Hyundai 5600	2011	Maersk	sub	75-105 days	USD	65,000	Asia
SPIL KARTINI	4,252	350	N	CSBC 4250	2008	Maersk	new	36 mos	USD	28,500*	Asia
HUA YUAN FU JIAN	3,300	n/a	N	n/a	2026	CMA CGM	new	24 mos	USD	35,000	Asia
AS CARLOTTA	2,742	400	y	Aker CS 2700	2006	Maersk	new	24 mos	USD	28,000	Asia
NORDAMELIA	2,506	530	Y	SDARI 2500	2017	CMA CGM	ext	36 mos	USD	25,000	Atlantic
ESL SEATTLE (1)	2,381	263	Y	SDARI 2380	2020	Maersk	sub	4-5 mos	USD	42,500	Asia
YUAN XIANG FA ZHAN	2,076	400	N	n/a	2024	Samudera	new	24 mos	USD	25,750	Asia
HOOGE (2)	1,781	300	N	SDARI Sealion 1800	2023	Hede	new	24 mos	USD	25,000	Asia
CAPE FORBY	1,440	174	N	Hegemann 1400	2006	NGSS	ext	21-23 mos	USD	19,500	Asia
PADIAN 3	1,032	100	N	Imabari 1000	1998	SITC	new	12 mos	USD	16,500	Asia
RUTH (3)	868	234	N	Sietas Typ 168	2008	Eucon	new	14-16 mos	EUR	14,000	Atlantic
PANTONIO (3)	698	120	N	Mawei 437	2007	CMA CGM	ext	12 mos	EUR	9,000	Atlantic

(1) - Chittagongmax - (2) Bangkokmax - (3) Ice class 1A - *2027 delivery

Selected fixtures only - Full list available through online subscription - Contact us at commercial@axsmarine.com for details

Market commentary

Activity in the sale and purchase market continued to pick up in the past fortnight with a dozen transactions reported, some of which freshly concluded. Once again, all the transactions involved small-to-medium-sized tonnage of 1,000 to 4,800 teu, with at least half of the ships sold ending up with end users (liner operators).

Despite the situation in the Middle East, the buying appetite does not seem to weaken which contributes to keeping prices at firm levels. Whether that will change going forward in case the war lingers on remains to be seen.

Meanwhile on the demolition front, there were no fresh sales recorded, with owners of older tonnage happy to keep trading their ships in a continuously profitable market.

MSC snaps up GERHARD SCHULTE (3,534 teu)

MSC has reportedly purchased the 3,534 teu GERHARD SCHULTE (Shanghai 3500) from the Hamburg-based Schulte Group for a price believed to be in the region of USD 24 M. The ship is currently on a charter to Maersk ending around June, based on Alphaliner data.

The GERHARD SCHULTE was built in 2006 in China by the Shanghai Chengxi Shipyard. The ship has a deadweight of 42,082 tons, a length of 230.90 m and a beam of 32.20 m. Of gearless design, the vessel is fitted with 500 reefer plugs.

The GERHARD SCHULTE is the tenth vessel bought by MSC from Schulte in the last four years, and is the third ship reported purchased so far this year, adding to the 2,572 teu LUCIE SCHULTE and MARGARETE SCHULTE, bought by MSC earlier in March for USD 25 M each.

The GERHARD SCHULTE, passing Cuxhaven on her way to the German main port of Hamburg.

photo: P. Jessen

OEL Transworld linked to CUL JAKARTA (2,770 teu) purchase

Indian-backed OEL Transworld is believed to have purchased the 2,770 teu CUL JAKARTA (Wenchong 2800) from Chinese owner China United Lines (CUL) for a price in the region of USD 39 M.

The CUL JAKARTA was built in 2012 at China's Guangzhou Wenchong Shipyard, originally as the CAPE MARIN for Germany's Schoeller Group. The ship has a deadweight of 41,462 tons, a length of 212.50 m and a beam of 32.20 m. Of gearless design, the vessel is fitted with 506 reefer plugs.

above: The CUL JAKARTA was built in China in 2012. The ship is a German-designed 'ABH 2800' type.

Sometimes, the type is also referred to as 'Wenchong 2800' after the yard that built all twelve units from 2009 to 2012.

photo: G. Vinnes

Hai An buys HAMMONIA BALTICA (2,798 teu)

Vietnamese container shipping company Hai An Transport has reportedly bought the 2,798 teu, Hammonia Reederei-controlled HAMMONIA BALTICA (Aker CS 2800) for USD 30.5 M. The vessel is currently on charter to Maersk until Q2 2027 and deployed in the Atlantic. The HAMMONIA BALTICA was built in 2011 in Germany by the MTW shipyard in Wismar. The ship has a deadweight of 39,164 tons, a length of 225.30 m and a beam of 29.80 m. Of gearless configuration, she can carry up to 400 reefer containers.

Hai An Transport currently owns a fleet of eighteen container vessels with capacities ranging from 787 teu to 3,338 teu. The owner is also awaiting the delivery of two newbuild ships of 3,006 teu as well as two units of 7,165 teu due to hit the water in 2028. Hai An Transport is a significant tonnage provider to the charter market, having currently more than half of its fleet fixed to third party carriers.

In addition to owning ships, Hai An also operates a container liner network in Asia, covering the Vietnam-China, Vietnam-Singapore and Vietnam domestic trade routes, on which it currently deploys eight vessels.

High-reefer 1,296 teu quartet changes hands

above: This photo from 2009 shows the WARNOW DOLPHIN in the East China Sea. Back then, she was on charter to the regional carrier TS Lines. At the time, she operated as the TS KAOHSIUNG.

photo: I. Meshkov

Four high-reefer container vessels of 1,296 teu, the 2007-built ARSOS, FOUMA, VARAMO and WARNOW DOLPHIN (CV Neptun 1200) controlled by interests linked to Marlow Navigation have reportedly been sold for an en-bloc price of USD 53 M.

Although the identity of the buyer has not been confirmed, market sources suggest the taker would be Sea Consortium.

All four vessels are currently operated in the Americas: FOUMA and WARNOW DOLPHIN are on charter to US-based King Ocean Services, ARSOS is on charter to Seaboard Marine and VARAMO is performing a charter for Maersk.

The four ships were built in 2007 in China by Zhejiang Ouhua Shipbuilding. Three of them, ARSOS, FOUMA and VARAMO were originally owned by German owner Thien & Heyenga and one unit, the WARNOW DOLPHIN initially started her career with another German owner, Schiffahrtskontor Warnow.

The vessels have a deadweight of 18,287 tons, a length of 166.15 m and a beam of 25.00 m. They are equipped with two cranes of 45 tons and are fitted with 390-448 reefer plugs, making them ideal for reefer-intensive trade routes.

MONACO (2,824 teu)

The 2,824 teu MONACO (Mipo 2800), controlled by German interests has reportedly been sold for just above USD 25 M. The buyer has not been disclosed but is said to be a liner operator. The ship is currently on charter to Maersk and deployed between the Far East and Australia & New Zealand.

The MONACO was built in 2006 in South Korea by the Hyundai Mipo shipyard in Ulsan, originally as the E.R. MONACO for German owner E.R. Schiffahrt.

The ship features a deadweight of 39,159 tons, a length of 222.20 m and a beam of 30.00 m. Of gearless design, she can carry up to 586 reefer containers.

HE SHENG (1,083 teu)

The 1,083 teu, Chinese-controlled HE SHENG (Stadt 1100) built in Romania in 2002 has reportedly been sold to unnamed Chinese owners for a reported USD 5.5 M. The ship is currently on charter to Tangshan Port Hede Shipping Co and operates on Chinese domestic trades.

The HE SHENG was built originally for German owner Thien & Heyenga as the LANIA. The ship has a deadweight of 12,895 tons, a length of 146.50 m and a beam of 22.70 m. She is equipped with two cranes of 45 tons and is fitted with 200 reefer plugs.

A2B LEADER (509 teu)

The 509 teu A2B LEADER (Sietas typ 151) has left the fleet of UK-Continent Dutch shortsea operator A2B Online and has been renamed U STORK, under the flag of Panama. The identity of the new owner has not been confirmed. It is unsure if the ship will keep trading as a container vessel or be deployed on coastal bulk trades.

The A2B LEADER was built in 1995 in Germany by the J.J. Sietas yard in Hamburg. Originally JANRA, she later became ATLANTIC COMET for Dutch owner Oost Atlantic Line, before being bought by A2B in 2020. The ship has a deadweight of 5,291 tons, a length of 101.10 m and a beam of 18.20 m. She is gearless.

A2B Online is a fan of the 'Sietas 151' type, having its current fleet of six ships consisting exclusively of this sturdy class of vessels.

However, having all been built between 1995 and 1998, their replacement is becoming more pressing and the carrier will receive in Q3 2026 two 650 teu methanol-powered newbuildings from the Sedef Gemi yard in Turkey, the A2B VISION and A2B PROGRESS (Technolog Stream 650).

The Sietas-built A2B LEADER, seen here leaving Rotterdam, has been sold by A2B Online.
photo: C.H. Mercier

Two COSCO 'megamax' ships exit the Gulf

On Monday, COSCO SHIPPING's 18,980 teu sister vessels CSCL ARCTIC OCEAN and CSCL INDIAN OCEAN made an eastbound transit of the Strait of Hormuz. The passage marks the first instance of a mainline operator crossing the strait since the armed conflict in the region started.

These movements appear to be one-off sailings, intended solely to extract assets from the high-risk zone. The two 'megamax' container ships are now repositioning to the Far East though their new duty remains to be know. The carrier shows no indication of resuming regular commercial operations through the passage.

According to a recently amended customer advisory, COSCO has resumed cargo bookings to the Gulf via alternative routes (see below).

Direct call options near the Gulf have tigthened further, now that Salalah's container terminal remains closed after a drone strike. Congestion at Salalah has surged in March, since carriers dropped Gulf calls in favor of supposedly 'safe' operations in Oman. A drone attack on the container terminal has however damaged one STS-crane and has lead to a suspension of operations. Maersk and Hapag-Lloyd expected that terminal operations in Salalah could resume on 31 October, which is important to them as Salalah is a strategic hub port for their East West Gemini Cooperation.

By repositioning its two largest vessels out of the conflict zone, COSCO has significantly reduced its exposure, leaving a combined capacity of 5,500 teu within the area. As of 30 March, Alphaliner recorded 135 ships still being struck in the Gulf.

COSCO SHIPPING resumes cargo bookings to the Gulf states

Earlier last week, the carrier announced that it will be resuming cargo bookings to the Gulf states of Saudi Arabia, Iraq, Kuwait, Bahrain, Qatar, and the UAE.

This move coincides with Iran notifying the UN Security Council and the IMO that "Non-hostile vessels, including those belonging to or associated with other States, may—provided that they neither participate in nor support acts of aggression against Iran and fully comply with the declared safety and security regulations—benefit from safe passage through the Strait of Hormuz in coordination with the competent Iranian authorities". Currently, COSCO no longer operates any direct service to the area connecting either the Far East or Europe.

Within the OCEAN Alliance, only the 'MEA1' loop, operated by CMA CGM, continues to serve the Middle East from the Far East via Khor Fakkan and Sohar, while the 'MEA4' (Evergreen) and 'MEA5' (COSCO) loops have been suspended.

On the Europe - Middle East - Indian subcontinent trade, outside the OCEAN Alliance, COSCO provides tonnage for the 'EPIC' loop. However, only CMA CGM vessels have lately continued calling at Middle Eastern ports. Similarly, the French carrier operates the 'MEDEX' service, on which COSCO takes slots.

Consequently, it remains to be seen whether the Chinese group will resume calls using its own assets or rely on partners to honour its transport commitments.

Evergreen and ONE to deploy biggest ships on North Europe - US East Coast

CMA CGM: 'Liberty Bridge', COSCO: 'TAE', Evergreen: 'TAE', OOCL: 'ATE1', ONE: 'AT1' North Europe – US East Coast
Vessels Deployed
7 x 9,040 – 15,370 teu
Port Rotation
Southampton, Antwerp, Rotterdam, Bremerhaven, Le Havre, Newark, Norfolk, Charleston, Savannah, Southampton

The members of the OCEAN Alliance (CMA CGM, COSCO SHIPPING Lines, Evergreen and OOCL) and ONE will introduce some larger vessels on the North Europe – US East Coast trade following the merger of their joint North and South Atlantic services into one single loop last week.

This new loop requires seven vessels to make weekly calls at Southampton, Antwerp, Rotterdam, Bremerhaven, Le Havre, Newark, Norfolk, Charleston, Savannah, Southampton. The 13,208 OOCL CHONGQING today offers the first sailing ex Southampton.

This vessel is currently the largest one deployed in a dedicated North Europe – USEC service. COSCO SHIPPING Lines and OOCL who brand the joint service as 'TAE' and 'ATE1' respectively, will provide two ships. The second one is the 13,092 teu COSCO HOPE.

ONE ('AT1') will also provide two vessels. These will be the 9,040 teu ONE HAMMERSMITH and the 13,932 teu ONE SATISFACTION, which will become the largest ship on the North Europe – USEC trade when she starts her first Transatlantic round voyage on 10 April in Southampton.

Barely one month later - on 8 May - Evergreen ('TAE') will introduce the even larger 15,372 teu 'neo-panamax' EVER MEGA on the Transatlantic as a replacement for the 12,118 teu EVER FAITH. She will then take over the title of record vessel on the route from the ONE SATISFACTION.

CMA CGM's ('Liberty Bridge') contribution to the fleet of this loop consists of the 9,326 teu CMA CGM PHOENIX and the 9,415 teu CMA CGM FIDELIO.

The average weekly capacity of the joint loop will stand at 11,912 teu. Despite deploying the largest ships on the trade, the five carriers will reduce overall capacity as the current two North and South Atlantic loops represent an average weekly nominal capacity of 17,307 teu.

MSC recalibrates Asia-WAF ‘Iroko’ service

MSC: 'Iroko' service Asia-West Africa
Vessels Deployed
12 x 4,200-9,000 teu
Port Rotation
Ningbo, Nansha, Singapore, Cape Town, Pointe Noire, Cotonou, Lagos, Onne, Walvis Bay, Cape Town, Colombo, Singapore, Xiamen, Ningbo

MSC has adjusted its Asia-West Africa ‘Iroko’ service, with the addition of new calls at Walvis Bay and Colombo (EB) while Lobito is dropped from the rotation. The Angolan port will continue to be served via transhipment using the carrier’s ‘Angola’ feeder service, which connects with 'Iroko' in Cape Town (WB) and Walvis Bay (EB).

Going forward, the ‘Iroko’ loop will call at Ningbo, Nansha, Singapore, Cape Town, Pointe Noire, Cotonou, Lagos, Onne, Walvis Bay, Cape Town, Colombo, Singapore, Xiamen, Ningbo. It will turn in 12 weeks (versus 11 so far), using 12 ships of 4,200-9,000 teu.

MSC removes ME Gulf leg of India-Africa IAS service

MSC: India Africa Service (IAS) ME-India-West Africa-South Africa
Vessels Deployed
10 x 4,800-13,800 teu
Port Rotation
Mundra, Coega (Ngqura), Abidjan, Tema, Lome, Cotonou, Kribi, Cape Town, Durban, Khor Fakkan, Nhava Sheva, Hazira, Mundra

Due to the current inaccessibility of the Strait of Hormuz, MSC has been forced to remove the Middle East Gulf leg of its India Africa Service (IAS) and dropped calls at Khalifa Seaport (Abu Dhabi) and Jebel Ali. Instead, the carrier is adding a new call at Khor Fakkan, located outside the Gulf, East of Hormuz, expected to replace Sohar which was recently hit by drone strikes.

Going forward, the 'IAS' loop will call at Mundra, Coega (Ngqura), Abidjan, Tema, Lome, Cotonou, Kribi, Cape Town, Durban, Khor Fakkan, Nhava Sheva, Hazira, Mundra. It will turn in 10 weeks (vs. 11 so far) with an heterogeneous fleet of 10 vessels of 4,800 - 13,800 teu.

MSC removes Tauranga from FE – ANZ ‘Wallaby’ loop

MSC : 'Wallaby' China - Australia / New Zealand
Vessels Deployed
9 x 2,600 - 5,100 teu
Port Rotation
Hong Kong, Yantian, Xiamen, Shanghai, Ningbo, Sydney, Melbourne, Auckland, Bluff, Port Chalmers, Lyttelton, Napier, Wellington, Melbourne, Brisbane, Hong Kong

MSC has removed the New Zealand port of Tauranga from its Far East – Australia / New Zealand ‘Wallaby’ service earlier this year. It follows another recent modification, which saw the Port Chalmers added to the loop in late December to bolster South Island coverage.

Following the removal of Tauranga from 'Wallaby' rotation, the Geneva-based carrier no longer offers a direct link between this North Island port and China. Instead, MSC provides alternative coverage via transhipment at Australian ports.

The carrier currently links Australia and Tauranga through its Australia - New Zealand - Pacific Islands 'Noumea Express' loop, as well as the ANZ segment of its recently launched 'USEC - Australia / New Zealand 'Eagle Express' service, which was introduced in February.

Meanwhile, the updated 'Wallaby' still maintain ample coverage across New Zealand's North and South islands, with a rotation serving Hong Kong, Yantian, Xiamen, Shanghai, Ningbo, Sydney, Melbourne, Auckland, Bluff, Port Chalmers, Lyttelton, Napier, Wellington, Melbourne, Brisbane, Hong Kong. The loop turns in nine weeks with a fleet of 2,600 – 5,100 teu vessels.

Samudera reorganizes its Southeast Asian loops

Samudera will further reorganize its Southeast Asian loops next month.

The Singapore-listed operator will revamp its Thailand–Indonesia ‘TI1’ service by including the Southern Vietnamese port of Ho Chi Minh City (SP-ITC).

This will come at the expense of Surabaya, which Samudera will continue to cover using its other regional services, including the ‘SSU’, ‘JSI’, and ‘3P’. The first loop is operated by the carrier while the other two are offered through co-loading on other carriers’ vessels.

As part of the reshuffling, Samudera will expand its Singapore–Penang ‘MSX’ service by adding regular calls to the Indonesian port of Kuala Tanjung, located some 95 kilometers east of Belawan.

Thereafter, Samudera will transfer the Kuala Tanjung call from its Singapore-Belawan-Kuala Tanjung ‘BKT’ feeder, which was recently introduced following a split of its Singapore–Belawan–Bangkok ‘BLW+BKK’ butterfly loop, jointly operated with PIL. After the transfer, the ‘BKT’ will focus on shuttling between Singapore and Belawan.

Besides Samudera, MSC is the only other carrier that provides international liner service to Kuala Tanjung using its 'Malacca Express'. The port is still primarily covered by domestic Indonesian services.

Samudera is also set to add the port of Patimban, located some 125 kilometers east of Jakarta, to its Singapore–Semarang ‘SRG’ feeder loop. This loop will be the first regular container service to serve Patimban, which is operated by Patimban Global Gateway Terminal (PGT).

PGT is a joint venture between Samudera Indonesia’s subsidiary Samudera Pelabuhan Indonesia, Africa Global Logistics (AGL), the MSC-owned port operator and logistics provider, and Toyota Tsusho Corporation (TTC).

Lastly, starting from May, the Singapore–Yangon service, jointly operated by Samudera (branding it as ‘YGN’) and ONE (branding it as ‘SMM’) will start calling at Myanmar International Terminal Thilawa (MITT) in Yangon. It will add to the loop’s current terminal of call, the Myanmar Industrial Port (MIP).

In addition to the ‘SMM’, ONE is a co-loader on the other four aforementioned services: ‘TI1’ (ONE markets as ‘TID1’), ‘MSX’ (ONE markets as ‘PF1’), ‘SRG’ (ONE retains the same branding) and 'BKT' (ONE markets as 'BMX'). Details of the affected services:

Samudera : 'TI1' Thailand - Indonesia - Vietnam
Vessels Deployed
2 x 1,900 - 2,200 teu
Port Rotation
Laem Chabang, Jakarta, Singapore, Ho Chi Minh City (SP-ITC), Laem Chabang

Samudera : 'BKT' Singapore - Indonesia
Vessels Deployed
1 x 1,500 teu
Port Rotation
Singapore, Belawan, Singapore

Samudera : 'SRG' Singapore - Indonesia
Vessels Deployed
3 x 1,100 - 1,500 teu
Port Rotation
Singapore, Semarang, Patimban, Singapore **three sailings per week*

Samudera : 'MSX' Singapore - Indonesia - Malaysia
Vessels Deployed
1 x 2,200 teu
Port Rotation
Singapore, Kuala Tanjung, Penang, Singapore

> The ‘TI1’ will continue turning in two weeks with the current two 1,900–2,200 teu vessels calling at Laem Chabang, Jakarta, Singapore, Ho Chi Minh City (SP-ITC), Laem Chabang. The 2,174 teu HIGHWAY will follow the updated rotation when it sails on 3 April ex-Laem Chabang.

> The ‘MSX’ will serve Singapore, Kuala Tanjung, Penang, Singapore with one 2,200 teu vessel. Coinciding with the start of the new rotation, the 2,206 teu MAO GANG GUANG ZHOU will phase into the service on 15 April ex-Singapore.

> The ‘SRG’ is to link Singapore, Semarang, Patimban, Singapore with three sailings per week using three 1,100–1,500 teu vessels. Patimban will be offered once every three sailings, or once a week. The 1,054 teu SINAR BINTAN will start following this rotation on 8 May ex Singapore.

> The ‘BKT’ is to connect Singapore, Belawan, Singapore with a single 1,500 teu vessel. This rotation is effective from 9 April when the 1,528 teu SINAR BAJO departs from Singapore.

OOCL enhances China - Thailand - Cambodia links

OOCL : 'CCT3' China - Thailand - Cambodia
Vessels Deployed
Slots on Gold Star Line / X-Press Feeders
Port Rotation
Chiwan (Mawan), Laem Chabang, Sihanoukville, Yantian, Chiwan (Mawan)

OOCL enhanced its coverage of Cambodia and Thailand earlier this week with the introduction of new ‘CCT3’ service, which links South China, Thailand and Cambodia.

The carrier provides this ‘CCT3’ through slots on the recently launched joint service of Gold Star Line and X-Press Feeders, which market it as ‘SKV’ and ‘CSX’. OOCL will join Interasia Lines as co-loaders in this loop, participating in the full rotation.

The ‘SKV’ / ‘CSX’ turns in two weeks serving Chiwan (Mawan), Laem Chabang, Sihanoukville, Yantian, Chiwan (Mawan).

It operates two vessels: the 1,717 teu OPHELIA (deployed by GSL) and the 1,744 teu ZHONG GU 6 (deployed by X-Press Feeders). OOCL commenced its slots participation on 23 March ex Shekou with the sailing of ZHONG GU 6.

Besides improving OOCL’s overall connectivity between China and Thailand, the ‘CCT3’ allows the carrier to offer a second direct connection between South China and Cambodia’s deep-sea port of Sihanoukville.

It complements the existing ‘CCT2’, which is offered through slots on the ‘RBC2’ service jointly operated by COSCO SHIPPING Lines and RCL. Unlike the South China-focused ‘CCT3’, the ‘CCT2’ provides broader coverage by also serving Central China alongside South China, Thailand and Cambodia .

The carrier also links Sihanoukville with Southeast Asian hub of Singapore on its ‘CAS’ loop, offered through slots on Samudera’s ‘CES’ feeder service.

Yang Ming introduces South China - Taiwan - Straits new ‘CSM’ service

Yang Ming : 'CSM' China - Taiwan - Singapore - Malaysia
Vessels Deployed
3 x 2,900 - 4,300 teu (TBD)
Port Rotation
Xiamen, Kaohsiung, Chiwan, Singapore, Port Kelang, Xiamen

Yang Ming will introduce a dedicated South China-Taiwan-Singapore-Malaysia ‘CSM’ service in early April.

This new ‘CSM’ will cover the South China-Taiwan-Straits segment being removed from the Japan-Taiwan-South China-Straits ‘JTS’ loop, effective this week. With the removal of Port Kelang, Singapore, and northbound calls at Chiwan and Kaohsiung, the ‘JTS’ now shortens its turnaround time from four to three weeks.

The updated ‘JTS’ focuses on covering Nagoya, Tokyo, Yokohama, Keelung, Kaohsiung, Chiwan, Xiamen, Nagoya with three 1,800 teu vessels.

Meanwhile, the upcoming ‘CSM’ is set to turn in three weeks serving Xiamen, Kaohsiung, Chiwan, Singapore, Port Kelang, Xiamen. So far, the operator has nominated two ships: the 2,940 teu YM CONSTANCY, the 4,250 teu YM ETERNITY, and a yet-to-be named vessel.

The YM CONSTANCY is scheduled to kick off the maiden voyage of the ‘CSM’ on 4 April ex Xiamen.

TS Lines and X-Press Feeders partner on Southeast Asia – Western India service

X-Press Feeders, TS Lines : 'Hercules' ('HLS') Thailand - Straits - India - Pakistan
Vessels Deployed
5 x 3,000 - 5,000 teu (TBD)
Port Rotation
Laem Chabang, Singapore, Port Kelang (Westport), Nhava Sheva, Mundra, Karachi, Port Kelang (Westport), Singapore, Laem Chabang

TS Lines will join X-Press Feeders as a vessel provider on the latter’s Southeast Asia – Western India ‘Hercules’ (‘HLS’) service next month. TS Lines will use the same branding to market the loop.

This move follows the upcoming withdrawal of Ocean Network Express (ONE) from its cooperation with X-Press Feeders on this Southeast Asia–Western India service, as part of ONE’s wider reshuffling of its Japan-related network in April.

ONE’s last sailing on the loop is scheduled on 8 April ex Laem Chabang with the departure of the 4,896 teu X-PRESS ANGLESEY.

Along with their new partnership, X-Press Feeders and TS Lines are set to modify the rotation of ‘HLS’. The adjustment includes the replacement of Pipavav with Mundra, the removal of Port Qasim and Colombo, as well as the addition of a westbound Port Kelang call.

The updated 'Hercules' will thereafter cover Laem Chabang, Singapore, Port Kelang (Westport), Nhava Sheva, Mundra, Karachi, Port Kelang (Westport), Singapore, Laem Chabang. The revised service will continue to turn in five weeks with a fleet of 3,000–5,000 teu vessels. So far, the carriers have only nominated four vessels, of which X-Press Feeders has named three while TS Lines is set to contribute one ship to the loop.

Unimed now single operator of Egypt - Romania service

Unimed (UFS): Egypt - Romania service East Med - Black Sea
Vessels Deployed
2 x 2,824 teu
Port Rotation
Port Said, Constanta, Port Said

Unimed Feeder Services (UFS – Intra-Med affiliate of Unifeeder) last week became the only operator of one of its East Med - Black Sea services connecting Egypt with Romania, that the carrier previously offered jointly with Maersk.

Unimed added a second ship to the loop, the 2,824 teu CHLOE D, on 18 March ex Port Said, which replaced the 2,478 teu Maersk-operated OEL SURYA, which is currently on extra sailer duties between the West Med and West Africa.

UFS continues to operate the weekly Egypt - Romania service, which Maersk launched a year ago, with 2 x 2,824 teu ships, linking Port Said with Constanta, with Maersk and Hapag-Lloyd ('BSX') taking slots.

Medkon Lines adds another Turkey - North Africa loop

Medkon Lines: 'TBS' Turkey - Libya
Vessels Deployed
1 x 707 teu
Port Rotation
Istanbul (Ambarli), Gebze, Nemrut Bay, Benghazi, Istanbul (Ambarli)

Turkish liner shipping company Medkon Lines recently added a new Turkey – North Africa service, marketed as 'Turkey-Benghazi Service' or 'TBS'.

The Istanbul-based carrier operates this 'TBS' with a single ship, the 707 teu MEDKON SAMSUN, offering sailings every ten days.

The loop's full rotation reads Istanbul (Ambarli), Gebze, Nemrut Bay, Benghazi, Istanbul (Ambarli).

This new 'TBS' adds to Medkon's two other Turkey – North Africa links which it provides through a slot agreement with Singapore-based SeaLead Shipping:

> The Turkey-North Africa 'NAF' service, marketed as 'TAE' by Medkon, offers weekly sailings with 2 x 630 – 950 teu ships.

It will be calling at Gebze, Istanbul (Ambarli), Derince, Nemrut Bay, Algiers, Rades, Bizerte, Gebze. Medkon does not advertise the Gebze, Rades and Bizerte calls.

> The Turkey - Libya 'MES' loop, branded as 'TLS' by Medkon, utilizes the 1,145 teu MEDKON LIA.

This vessel is Medkon-owned but SeaLead-operated and offers fortnightly sailings between Istanbul (Ambarli), Derince, Nemrut Bay, Misurata, Istanbul (Ambarli).

CMA CGM introduces France - Sweden 'SWX' shuttle

CMA CGM: 'SWX' France - Sweden
Vessels Deployed
1 x 1,036 teu
Port Rotation
Le Havre, Goteborg, Le Havre

CMA CGM this past weekend launched a new shortsea service connecting France with Sweden.

The weekly loop is marketed as 'SWX' and it kicked off with a sailing of the 1,036 teu ELBWINTER on 21 March from Le Havre. Before the ship proceeds to Goteborg, it will perform an ad hoc call at PSA's Baltic Hub in Gdansk, Poland.

In the past, the Marseille-headquartered carrier already operated two other 'SWX' loops:

One was a dedicated Germany - Sweden - Denmark service which linked Bremerhaven and Hamburg with Halmstad, Copenhagen, and Goteborg.

The other was the so-called 'Scandinavia-West Coast Express' connecting Sweden with Denmark, Lithuania, and Poland.

WEC Lines rejigs Belgium - France coverage

WEC Lines: 'NWC-Spain' UK - Ireland - Iberia
Vessels Deployed
1 x 809 teu
Port Rotation
Liverpool, Dublin, Gijon, Bilbao, Dublin, Liverpool

WEC Lines: 'French Coast' Belgium - France
Vessels Deployed
1 x 812 teu
Port Rotation
Antwerp, Le Havre, Brest, Montoir, Antwerp

Rotterdam-based WEC Lines is in the process of reshuffling the coverage between Belgium and France.

The shortsea carrier removed Antwerp, Le Havre, and Montoir from the rotation of its UK - Ireland - Iberia 'NWC-Spain' service and instead launched a new Belgium - France service, marketed as 'French Coast'.

Details stand as follows:

> With the departure of the 809 teu WEC VAN EYCK on 28 March ex Liverpool WEC Lines continues to operate its 'NWC-Spain' as dedicated UK/Ireland – North Spain feeder service.

The loop turns in one week (down from two weeks) and takes in Liverpool, Dublin, Gijon, Bilbao, Dublin, Liverpool.

> The carrier's 812 teu WEC VAN RUYSDAEL kicked off the new 'French Coast' shuttle when it departed from Antwerp on 22 March.

The new loop turns in one week with one single ship, calling at Antwerp, Le Havre, Brest, Montoir, Antwerp. MSC will take slots on the new loop using WEC Lines' service brand.

VESSELS

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

Imabari delivers the ONE SHINE and ONE SIMPLICITY (13,932 teu) to Ocean Network Express

Japan's Imabari Group has delivered another two sister vessels of Ocean Network Express' series of conventionally-powered 'compact neo-panamax' ships.

Imabari Hiroshima Shipyard last weekend delivered the ONE SHINE whereas Imabari Marugame Shipyard handed over the ONE SIMPLICITY.

The 13,932 teu sisters are units number nine and ten in a series of 15 sisters that various Imabari Group yards are scheduled to deliver to ONE in 2025 and this year.

In its current orderbook of 47 container ships, ONE has another 27 units of the 14,000 teu 'compact-NPX' class from Imabari (5), CSSC Jiangnan (11), and Yangzijiang (11), all with conventional propulsion.

right: The ONE SHINE at the outfitting pier of Imabari Hiroshima Shipyard.

She is number nine in a series of 15 sister vessels that the Japanese group is building for Ocean Network Express.

below: Unit number ten in the series comes from Imabari's Marugame Shipyard.

The ONE SIMPLICITY was delivered very shortly after her sister from Hiroshima.

photos: V. Tonic

Additionally, one series of 16,000 teu ONE ships from Hyundai will come with LNG dual fuel credentials. Industry rumours, however, suggest that Ocean Network Express is currently in negotiations for up to 22 newbuilding orders in the 14,000 teu and 16,000 teu size classes.

ONE's newest ships are 336.00 m long and 51.00 m (20 rows) wide with a deadweight of around 160,000 tons on a 17.00 m draft.

The Imabari vessels are powered by MAN B&W 7G 95ME-C10-LPSCR main engines that deliver 48,000 kW for speeds of up to 22.0 knots.

From the yard in Japan, the ONE SHINE has positioned to the Korean port of Busan, where she phased into the joint Asia - WCSA loop that ONE ('ALX3 + AX3'), Hapag-Lloyd ('TPM + AME1'), and MSC ('Aztec') operate with a fleet of 13 ships.

A day later, the ONE SIMPLICITY departed for Shanghai, where she will phase into the joint Asia - WCSA loop that ONE ('ALX2 + AX2') and MSC ('Andes') operate with a fleet of 15 ships.

New Times Shipyard completes ten-ship series with the delivery of the MSC SABRINA (11,400 teu, LNG)

New Times Shipyard (NTS) this week handed over the MSC SABRINA, the last unit in a series of ten LNG dual-fuel sisters that the Chinese builder delivered to MSC over the last ten months.

MSC's series of 11,400 teu vessels started in May 2025 with the MSC FLORA.

The SDARI-designed ships are 335.00 m long and 45.60 m (18 rows) wide. They have a deadweight of 139,000 tons on a maximum draft of 16.00 m, with a design draft of 12.50 m.

Powered by MAN B&W 6G90ME-C10.5-GI-EcoEGR type engines that deliver about 25,000 kW, the ships of this series can reach speeds of around 20 knots.

left: The new MSC FLORA was floated out at New Times Shipyard in the first quarter of 2025.

She was the first vessel in the series of 11,400 teu sisters.

photo: NTS

right: Shipyard staff gathered at the occasion of the MSC FLORA's launch from the building dock.

photo: NTS

MSC ordered the ten vessels in mid-2022 for an undisclosed price. The series compliments ten similarly-sized ships designed by CIMC ORIC, that Zhoushan Changhong International Shipyard (ZCIS) is currently building for MSC.

'SDARI 11000 LNG' series for MSC

Vessel Name	hull	Delivery
MSC FLORA	0211401	May 25
MSC MUGE	0211402	Sep 25
MSC HORTENSE	0211403	Sep 25
MSC PROCIDA	0211404	Sep 25
MSC GABRIELLA	0211405	Dec 25
MSC FIRENZE	0211406	Dec 25
MSC PISA	0211407	Dec 25
MSC SARY	0211408	Jan 26
MSC BOSTON	0211409	Feb 26
MSC SABRINA	0211410	Mar 26

above: formal naming of the new MSC SABRINA at China's New Times Shipyard.

photo: NTS

32,000 dwt MPP's for Schoeller / AAL

Vessel Name	hull	Delivery
AAL LIMASSOL	H2469	May 24
AAL HAMBURG	H2470	Jul 24
AAL HOUSTON	H2471	Sep 24
AAL ANTWERP	H2472	Nov 24
AAL DUBAI	H2473	Mar 25
AAL DAMMAM	H2474	Jul 25
AAL NEWCASTLE	H2543	Mar 26
order / AAL MUMBAI	H2544	Apr 26
order / tbn vessel 09	n/a	early 2028
order / tbn vessel 10	n/a	early 2028

The MSC SABRINA starts her service live on MSC's standalone Far East - ECSA service 'Carioca'. This weekly loop currently deploys a fleet of 17 ships in the size range from 8,800 to 12,200 teu.

MSC currently deploys its mid-sized 11,400 teu sister vessels on a wide range of trades, including Med - Central America, Europe - ECSA, Europe - WCSA, and Far East - Americas.

The ten ships complement a series of ten LNG-powered 11,480 teu vessels from Zhoushan Changhong International Shipyard. The final two units of the ORIC-designed type are due in April.

GWS delivers the AAL NEWCASTLE (32,000 dwt MPP heavy-lifter) as Schoeller orders two more sisters

AAL Shipping, a global ocean transport operator in the breakbulk, heavy lift and project cargo sector, has taken delivery this week of the 32,000 dwt ship AAL NEWCASTLE.

Built in China by the CSSC Group's Guangzhou Wenchong Shipyard (GWS), the vessel was supposed to be the penultimate unit of eight SDARI-designed 'Super B-Class' sisters that the Schoeller-owned AAL was scheduled to receive from 2024 to 2026.

Ship number seven of ten: The MPP heavy lift vessel AAL NEWCASTLE was built by Guangzhou Wenchong Shipyard.

photo: Schoeller Group

Schoeller Group however recently decided to extend the series by two more ships, which could come on stream in 2028 and 2029.

In late 2021, the German group initially ordered four ships of the type and it extended the series by three additional pairs in 2022, 2024, and now in 2026.

Though mainly designed for mixed loads, the ship can also carry containers, and she has a capacity of 1,910 teu, when operating in full container mode.

NBOSCO plans 2+4 orders for 1,900 teu 'Bangkokmaxes'

China's Ningbo Ocean Shipping Company (NBOSCO) on 31 March disclosed to the Shanghai Stock Exchange that it planned to place four orders for 1,900 teu container vessels.

The planned orders, likely for ships of standard 'Bangkokmax' design, would come with options for two more sister units.

According to the NBOSCO filing, the shipbuilders will be selected through a bidding process.

In the same announcement, the company also disclosed plans to expand and renew its box equipment with an order for 64,500 teu of new containers.

Six fresh 'Bangkokmax' orders would take NBOSCO's newbuilding pipeline to 20 vessels and about 58,000 teu.

Currently, the regional carrier's order book contains eight ships of 4,300 teu, four ships of 2,700 teu, and a pair of 740 teu sisters.

right: The Fujian Mawei-built 1,182 teu vessel TS PENANG of 2023 vintage is a 'SDARI Sealion 1100' type.

TS Line's new ships from YZJ could potentially be of the same design.

photo: V. Tonic

The SDARI-designed AAL NEWCASTLE and her sisters are 179.90 m long and 30.00 m wide with a draft of up to 10.30 m.

Three side-mounted cranes can lift loads of 350 mt and can work on pairs to move cargoes of up to 700 mt. Two large box-shaped cargo holds are optimised for drybulk, featuring adjustable pontoon triple decks and no centreline bulkhead.

AAL's 'Super B-Class' ships are powered by MAN B&W 6S50ME-C9.8-HPSCR engines which produce up to 7,380 kW.

They are designed for a service speed of 14.5 knots and they come with provisions for a later retrofit to methanol propulsion.

SITC orders six more 1,100 teu ships from Yangzijiang

The Chinese intra-Asia carrier SITC, short for Shandong International Transportation Corporation, has placed orders for a series of six 1,100 teu class container vessels.

SICT on Friday disclosed to the Hong Kong Stock Exchange that it had firmed up options for six additional newbuildings with Yangzijiang Shipyard (YZJ) that came with an initial order for four ships placed in December.

SITC will pay USD 22.8 M for each of the vessels. YZJ is expected to build the series at YZJ Hongyuan Shipyard (officially called Yangzi Hongyuan Green High-tech Clean Energy Shipbuilding Base), a new shipyard currently under development in China's Jiangsu Province.

YZJ Hongyuan will be located on the Yangze River, right next to Jiangsu Yangzi Xinfu Shipbuilding, which is also part of YZJ Group.

No design has been disclosed, but the price tag could match a 'SDARI Sealion 1100' type, with plain vanilla specs.

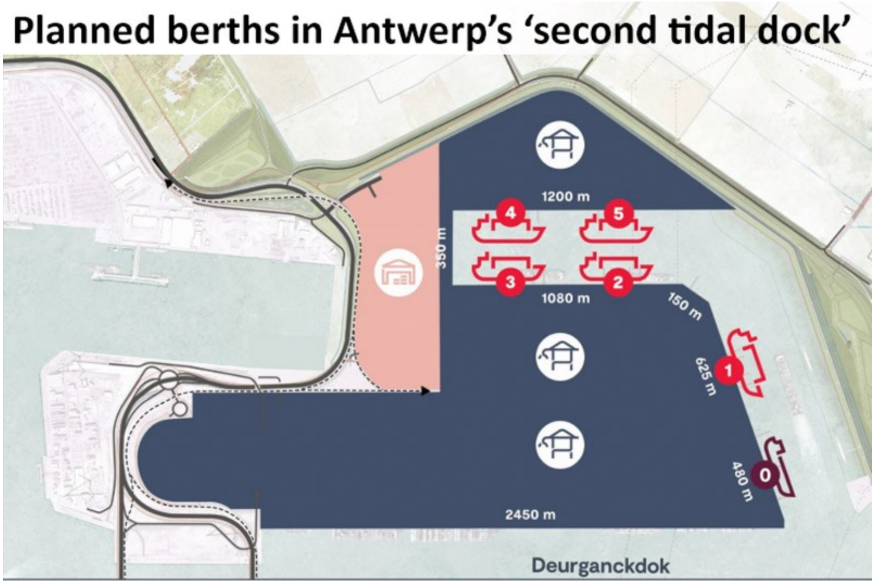
The 'SDARI' has become a popular choice in the 'Schiffko CV 1100' replacement cycle. Well over 100 units of this design from the German naval engineers Schiffko (later part of Wärtsilä) were built from 2002 to 2009, and the older units of the class will come up for replacement in the next few years.

With the six recent contracts, SITC now has 28 vessels on order for delivery from late 2026 to early 2029. Apart from the ten ships from YZJ, these include ten 1,800 teu 'Bangkomax' ships from Huanghai and eight 2,700 teu vessels, also from Huanghai.

SITC currently operates a fleet of 212 vessels from 600 to 2,900 teu. The company focuses on North East Asia and South East Asia regional routes, with some services reaching as far as India.

MPET to operate planned new terminal at Antwerp?

Port of Antwerp-Bruges, the joint landlord authority of Belgium's Antwerp and Zeebrugge seaports, does not intend to issue an international tender for the concessions to operate five planned container berths at Antwerp's yet-to-be-constructed second tidal dock.



right: The yet nameless second tidal dock at Antwerp would branch off from the Deurganckdock. To build its entrance, MPET will have to give up one of its existing berths.

Today, most container handling at Antwerp takes place in the tidal part of the port, meaning in Deurganckdock (MPET, AGW) or on the Scheldt River Berths (PSA Europa, PSA Noordzee).

Smaller terminals, however, also handle boxes in the Western (AET) and Eastern (ACOT, Katoen Natie) parts of the non-tidal docks.

map: Port of Antwerp-Bruges

The port authority has instead developed a base case scenario whereby the MSC PSA European Terminal (MPET), a joint venture of PSA and MSC's port division Terminal Investment Limited (TiL), will be selected as operator of the new berths.

Other operators are invited to show potential interest, but the port authority basically already shared its opinion of what it thinks is the best scenario to allow further expansion of the three big container terminal operators in Antwerp (MPET, DP World on the left river bank, and PSA on the right). A firm decision will be taken before the end of this year.

One argument for MPET is the fact that one of the operator's current berths needs to be sacrificed for the entrance to the yet unnamed new dock.

MPET, which runs the entire West side of Deurganckdok, Antwerp's first tidal dock, also needs to gradually let go of an 800 m pier section on the docks Eastern side. These berths are to be returned to DP World, as originally stipulated in the concession for the Antwerp Gateway terminal.

MPET was granted the right to use the extra berths until the second tidal dock is ready, but the case went into arbitration in 2017 and DP World now has the right to get its full concession area back, forcing MPET downsize as of next year. The courts furthermore awarded DP World EUR 41.3 M in financial compensation.

Port of Antwerp-Bruges argues that the net gain for MPET from the port expansion will be two berths only. DP World will as a consequence also have two additional berths.

Construction of the new dock is due to start in 2028 and a first 635 m berth should be operational as of 2034. Another 1,080 m of quay is due for completion in of 2036, and the final 1,200 m pier would then come on stream 2042.

Plans Antwerp's second tidal dock already date from 2012 with a planed delivery in 2021.

The project was delayed over protests against razing the (mostly abandoned) village of Doel. Under today's revised plans, the dock will be built with a different layout, saving most of the village.

ONE secures stake in Hutchison Laem Chabang

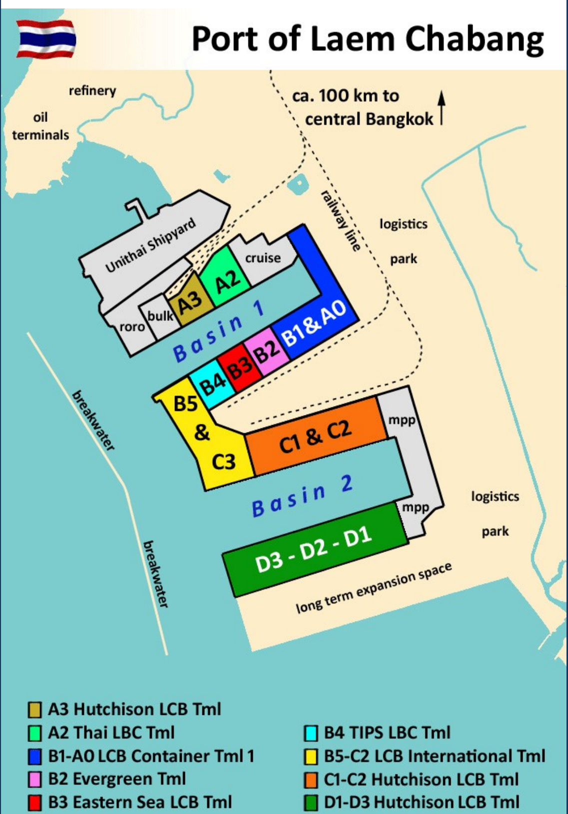
Ocean Network Express (ONE) has signed a share purchase agreement for a 30% stake in Hutchison Laemchabang Terminal Limited (HLT) located in Laem Chabang, Thailand.

HLT is the leading deep-water container terminal operator in Thailand's main port and it runs the highly automated Terminal D, along with Terminals C1&C2 and A3.

ONE commented that the acquisition secured the carrier's long-term access to competitive terminal capacity, further strengthening ONE's presence in what its sees as a 'key strategic market'.

HUTCHISONPORTS THAILAND

ONE OCEAN NETWORK EXPRESS



left: The port of Laem Chabang is Thailand's main container hub and gateway, and it serves the greater Bangkok region which is located about 100 km to the North. Hutchison operates Terminal C1&C2 and Terminal A3, as well as Terminal D (D1 - D3). The latter is by far, the largest facility at Laem Chabang.

map: Alphaliner / photo: Hutchison Thailand

below: The 14,052 teu ONE COLUMBA at HLT's Laem Chabang Terminal D.

ONE will not be the first carrier to co-invest in Hutchison's Thailand terminals: Late in 2024, COSCO SHIPPING Ports (CSPL) already bought 12.5% and 30.0% of the equity stakes in Thai Laemchabang Terminal Company (TLT) and Hutchison Laemchabang Terminal (HLT), respectively.

COSCO since has stakes in the terminals A2 through TLT (in which ONE did not invest), as well as modules A3, C1-C2 and D1-D3 through HLT In recent weeks and months, Ocean Network Express has made several moves to expand its portfolio of infrastructure assets with strategic investments in the container terminal sector:

In December, the carrier signed an agreement to acquire a minority stake in Dalian Container Terminal (DCT) in Dalian, China. ONE has so far neither disclosed the percentage that it acquired nor the price.

DCT is actually more of a terminal complex that consists of three neighboring facilities, each with its own pier, yard, and gate complex.

Just a week ago, ONE then signed a deal to acquire a stake in the Dongwon Global Terminal at Busan New Port in Korea.

DGT is a highly automated container terminal that operates with a fleet of automated guided vehicles (AGV) and its yard consists of automated storage blocks, served by rail-mounted gantries (RMG). The terminal currently has a 1,150 m mainline berth and a 385 m feeder pier, and it deploys a fleet of nine large ship-to-shore cranes.

Again, ONE did not disclose the exact nature of the shareholding, but it described the investment as 'meaningful'.

Last year, Thailand's Laem Chabang port handled a volume of 10.42 Mteu, up 9% from 2024.

Ocean Network Express is already the main user of HLT's automated Terminal D with an estimated traffic share of more than 25%. Other major clients of the terminal include MSC, COSCO Shipping and HMM.

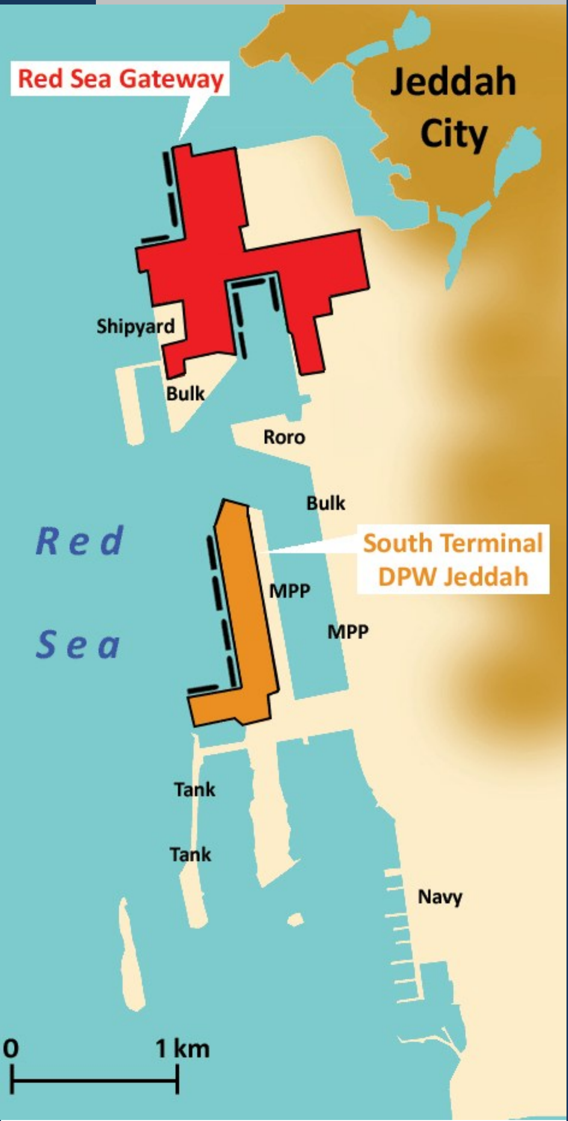
The largest ships typically handled at Terminal D are 'neo-panamax' vessels of ONE, MSC and HMM. MSC, however, also sends the occasional 19,000 teu 'megamax' ship.

ZPMC delivers three new jumbo cranes to DPW Jeddah

DP WORLD

The heavy load transporter DE QIANG 66, earlier this month, delivered a set of three brand new ship-to-shore container cranes to the DP World terminal at Jeddah.

With a lift capacity of 65 tons and 'megamax' dimensions, the cranes join the terminal's existing fleet, expanding the total number of ship-



above: Two container terminals operate at Jeddah Port: RSGT and DPW.

DP World now has 17 STS cranes on 2,200 m of pier. The new cranes are part of a program to increase capacity from 1.80 to 4.00 Mteu.

map: Alphaliner

to-shore cranes from 14 to 17, with plans to reach 22 as part of future capacity upgrades.

About one month ago, DP World and APMT had announced a strategic partnership in the Southern Container Terminal at Jeddah, Saudi Arabia’s biggest Red Sea port.

Under the terms, APMT agreed to acquire a 37.5% minority stake in the terminal, while the UAE-based DP World will retain a 62.5% majority and continue to operate it.

DP World Jeddah has a 1,750 m pier with (now) 13 STS cranes and a 450 m pier with another four units. The new cranes are part of a USD 800 M modernisation program that increased the annual design capacity from 1.80 to 4.00 Mteu

According to DP World’s the investment also paves the way for a future capacity of 5.00 Mteu and additional ship-to-shore equipment is to be deployed as demand grows.

ICTSI and DP World quit Yantai

Port operator ICTSI announced in a corporate disclosure that, alongside DP World, it is withdrawing from the Chinese port of Yantai. Consequently, full control of the terminal has been transferred to Yantai Port Holdings.

Previously, ICTSI held a 51% majority share in the venture, while DP World maintained a 12.5% stake. ICTSI’s share was sold to Yantai Port Holdings for RMB 773.21 M (USD 111.87 M).

Yantai International Container Terminals handles regional cargo and it is connected with various Asian destinations, including ports in Japan, Korea, and Chinese main hubs.


Port of Oakland

The facility regularly receives ships of up to 5,000 teu deployed on the COSCO domestic shuttle 'IC-15 + IC-3'. It offers a total pier length of 1,600 m, is equipped with 13 STS cranes and has a storage yard of approximately 95 hectares.

Liebherr STS cranes to enter service at Oakland in May

Oakland recently received two new Liebherr ship-to-shore cranes at the port's TraPac container terminal. According to Port of Oakland, the new quay gantries will be the first-ever European-built ship-to-shore cranes deployed on the U.S. West Coast.

Unlike equipment from Chinese manufacturers that is often shipped to the client in one piece, the two Liebherr cranes were sent to the USA in parts and they are currently being assembled at TraPac. The terminal operator expects the cranes to be commissioned by the end of May.

Parts for Oakland's new STS arrived in January aboard the multipurpose vessel BBC AMBER, which loaded in Fenit, Ireland.

The new 'megamax' ready cranes will allow TraPac to handle 24-row wide vessels with container stacks of up to eleven tiers high. Another two Liebherr cranes, scheduled to enter service in Oakland later this year, are similar in size, but come with some extra hight. This allows the two later units to work on the twelfth tier.