ALPHALINER
the weekly container shipping newsletter
2026-41
07 Oct - 13 Oct



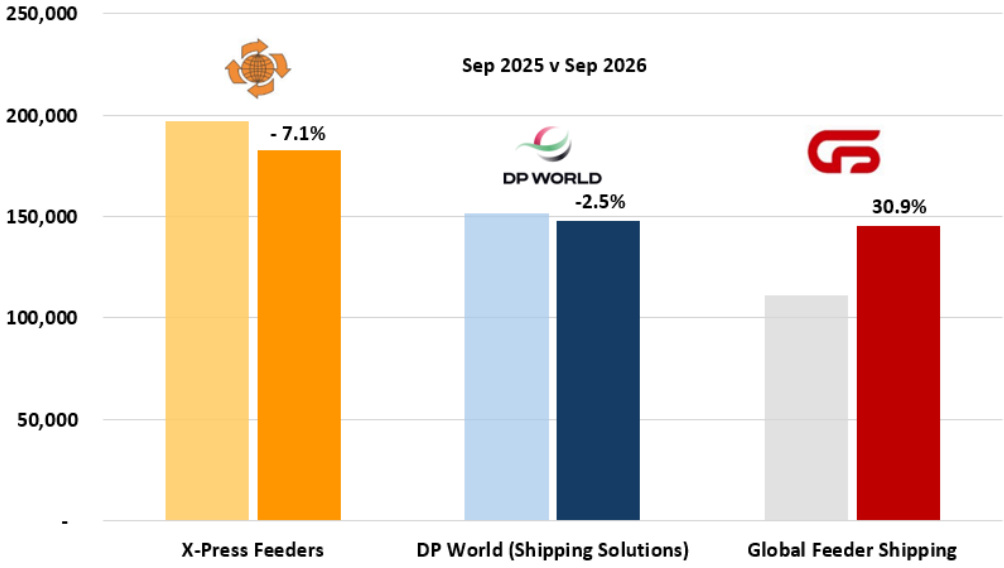
AXSMarine: www.axsmarine.com - research: liner@axsmarine.com - sales: commercial@axsmarine.com

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Chart of the week

- X-Press stays number one at 182,800 teu, down 7.1%. It recorded its largest drop of 38,000 teu in the Middle East/ Indian Subcontinent related trade.
- DP World held steady at 147,800 teu (-2.5%), running fewer but larger ships.
- GFS grew 30.9% to just over 145,000 teu and is now closing in to DP World.
- The Gulf situation prompted X-Press and DP World to focus on other trades, such as Intra-Europe and Latin America.

Fleet growth (teu) of the three largest common feeder operators



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X-Press keeps feeder crown as GFS nears DP World

X-Press Feeders remains the world's largest feeder operator by deployed capacity, although its fleet has contracted by 7.1% year-on-year, as per Alphaliner's survey on 21 September. Fallout from the Middle East conflict forced X-Press to make service cuts across the region, which is the main reason for the decline.

The Singapore-headquartered carrier, ranked 14th in the Alphaliner Top-100, currently operates 182,776 teu, down 13,987 teu from September 2025.

DP World, which rebranded its short-sea and feeder arm Unifeeder as Shipping Solutions in late 2025, holds on to second place with 147,807 teu, 2.5% less than a year ago.

Global Feeder Shipping (GFS) emerged as the clear winner among the top three. The Dubai-based carrier, in which AD Ports Group holds an 81% stake, expanded its capacity by 30.9% to 145,116 teu. This brings GFS within 2,700 teu of DP World, compared to a gap of over 40,000 teu a year ago.

X-Press: capacity shifts from ME/ISC to LatAm and Europe

X-Press Feeders' decline is concentrated in the Middle East/Indian Subcontinent (ME/ISC) related trade, with deployed capacity down about 38,000 teu (34.2%).

The drop follows service suspensions linked to the conflict in the region. These include the Jebel Ali - Far East service ('JFX') run with Heung-A Line, Sinokor and TS Lines, on which X-Press used to operate 16,700 teu in total. Part of the 'JFX' tonnage has moved to a Far East - ISC loop.

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carrier	number of ships (09/25)	number of ships (09/26)	average ship size (09/25)	average ship size (09/26)
X-Press	108	104	1,822 teu	1,758 teu
DP World	94	85	1,613 teu	1,739 teu
GFS	43	56	2,579 teu	2,591 teu



above: DP WORLD JEBEL ALI, a 5,300 teu container ship chartered from Navios Group.

The DP WORLD JEBEL ALI performed the maiden call at her namesake port in April 2025. She was the first container ship to carry the DP World name prefix.

Late in 2025, DP World launched a new brand identity for its container line operating company, rebranding Unifeeder as DP World Shipping Solutions.

The move was part of a wider unification across DPW's Marine Services divisions that also turned P&O Ferrymasters into Multimodal Solutions and P&O Maritime Logistics into Maritime Solutions.

photo: DP World

The carrier added capacity in intra-Europe (+7.4%, or +2,900 teu) and Latin America (+17.7%, or +5,100 teu). In Latin America, X-Press launched a new North Colombia - Panama service ('NCX'), adding 2,600 teu. It also became the sole operator of the Caribbean Feeder Service ('TGX'), which now runs with three ships instead of the single unit it contributed a year ago, adding another 2,600 teu.

This year, X-Press entered the Far East - Europe trade by deploying the 4,785 teu X-PRESS ODYSSEY on a Far East - Mediterranean service it operates jointly with China United Lines and GFS.

DP World: pull back from the Gulf, with leaner, larger fleet

DP World's modest overall decline was also driven by the Middle East conflict. Its deployed capacity in the ME/ISC related trade fell by 7,500 TEU, while its operated capacity in all other regions remained broadly stable year-on-year.

Most of the cuts came from Gulf-related loops. The carrier withdrew from the Jebel Ali - Western India - Colombo 'RIGS/ISC', the UAE - Gulf - India 'ASX' and the China - Gulf 'CGE/MGX/SGX1' services, as well as several smaller UAE coastal and Upper Gulf feeders.

These losses were partly offset by new deployments elsewhere, notably the SE Asia - Western India 'SEI' loop and a number of extra loaders serving the ME/ISC trade. DP World also upgraded tonnage on several of its remaining services, including the China - India Express 2 ('CISC'), where the 8,540 teu DP WORLD KOCHI replaced a 4,872 teu unit.

DP World currently operates 85 ships, down from 94 in 2025, while its average vessel size has increased from 1,613 teu to 1,739 teu.

GFS: new leader in the ME/ISC trade

The ME/ISC trade remains GFS's core market and accounted for the bulk of its growth, in contrast to X-Press Feeders and DP World, which both reduced their presence there. GFS's deployed capacity in the ME/ISC trade climbed by 26.9%, or 21,600 teu, year-on-year to just over 100,000 teu, representing about 70% of its total fleet.

This growth was driven by the launch of four new services linking the Far East with the Red Sea and the Indian Subcontinent, and the Middle East with West Coast India, which together added 28,000 teu of capacity. While its two main competitors scaled back in the region, GFS kept its network largely intact.

The carrier replaced Gulf calls on existing loops with Red Sea ports and extended its reach into neighbouring trades. As a result, GFS has overtaken both rivals to become the largest of the three in the ME/ISC trade, ahead of X-Press Feeders (about 73,500 teu) and DP World (about 70,500 teu).

Africa, although a much smaller segment, stands out as GFS's fastest-growing area, with deployed capacity surging by 74.9%, or about 6,480 teu, to 15,100 teu.

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above: Israeli carrier ZIM now expects to make well over USD 1 bn in operating profits in 2026.

Over the longer term, fuel efficient vessels like the carrier's LNG-powered 15,248 teu 'maxi-NPX' ZIM SAMMY OFER are expected to further boost potential earnings.

photo: Seaspan

GSL locks in USD 1 bn loan

Global Ship Lease has agreed a USD 1 bn syndicated loan facility with eight banks, with an interest rate of SOFR + 1.5% and a duration of seven years.

The containership owner and lessor plans to draw on the facility in tranches matching the delivery of the 15 newbuildings it announced in June, which are scheduled for delivery from late 2028 through 2030 and are each contracted to start time charter employment upon handover.

Bank of America acted as bookrunner, mandated lead arranger, facility agent and security agent, while Bank of China (Hong Kong), KfW IPEX and ABN AMRO served as mandated lead arrangers. CTBC and Caixa-Bank were lead arrangers, and BOCOM (HK) and First Citizens Bank were arrangers.

GSL said the facility was oversubscribed, adding that the margin is 550 bps below what was available to the company five years ago. The company last week added two ships to its orderbook, increasing the pipeline to 17 vessels of 6,200 teu (9 x GWS and 8 x Taizhou Sanfu).

ZIM hikes annual earnings forecast by up to 70%

Israeli container carrier ZIM Integrated announced it was significantly increasing its 2026 profit outlook in the wake of continued strong market demand and favorable momentum in freight rates.

The new forecast could add as much as USD 700 M to operating profits for the line.

ZIM now expects to generate adjusted EBIT of between USD 1.4 - USD 1.7 bn. This is up from a previous estimate of USD 700 M - USD 1.1 bn made in mid August on the release of Q2 figures.

The midpoint of the updated full year 2026 guidance represents an increase of 72% in adjusted EBIT. ZIM reported adjusted EBIT of USD 885 M in 2025.

Meanwhile, adjusted EBITDA is now forecast for USD 2.7 to USD 3.0 bn (previously USD 2.0 to 2.4 bn).

It follows growing signs that carriers are set to publish strong Q3 results, potentially lasting into Q4 and beyond. Alphaliner reported last week that a total of six analysts had raised price targets on A.P. Moller-Maersk in September, in the belief that the strong market was expected to continue.

Meanwhile, ZIM's future remains uncertain following multiple hiccups in the bid by Hapag-Lloyd and FIMI to purchase the carrier. As of this week it appeared the bid had been sent back to the drawing board after the Israeli government last week rejected the parties' initial bid and its revisions.

Germany blocks sale of Zippel to COSCO

The proposed purchase of logistics company Zippel by China's COSCO Group has been blocked by the German government over security concerns, the country's Economy Ministry confirmed last week.

In an official statement, the Ministry said: "The acquisition would have deepened dependencies and jeopardised the resilience of Germany's and the EU's supply chains."

COSCO's Dutch subsidiary, Goldlead Supply Chain Development (Europe), announced in December 2025 that it had agreed to acquire 80% of Zippel. The deal had received clearance from Germany's antitrust authority in February of this year. A decision over the national security implications of the deal then passed to the government.

Governments in Europe are increasingly scrutinising efforts by Chinese state-owned companies to buy into logistics and transport infrastructure on the Continent out of concerns it could create dependencies and give access to sensitive supply chain information. A government memo had warned that the Zippel deal could be used as leverage by the Chinese government in the event of political upheaval.

COSCO already holds a minority share in Hamburg port-based container

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terminal Tollerort, purchased in 2023. However, the deal sparked strong debate in the German government, which finally allowed COSCO to buy a 25% stake instead of the initial 35% proposed. German Chancellor Friedrich Merz, who took office in 2025, has taken a tougher stance on foreign investment that the previous government.

OOCL quarterly revenues jump 45%

Increased cargo volumes and vessel utilisation, as well as a bigger fleet and higher rates, pushed OOCL's quarterly liner revenue up more than 45% in the third quarter of the year, confirming other recent signs of a strong period for container carriers.

OOCL, a subsidiary of China's COSCO Group, posted total revenue of USD 3.3 bn for the July-September period, up from USD 2.3 bn a year earlier. The Transpacific and Asia-Europe trades were the standout performers, with revenues rising 72% and 45% year-on-year.

Meanwhile, revenues were up 19% over the first nine months as a whole, at just shy of USD 8.0 bn.

OOCL's results were boosted by a 9% increase in total liftings, at 2.1 Mteu, while the carrier's loadable capacity rose by 3.6%. The overall load factor increased by 4.2%. The main driver, however, was freight rates, with the average revenue per teu reaching USD 1,547, a rise of 33% on the same quarter in 2025.

Over the full nine months, liner revenue and total liftings increased by 18.9% and 6.5% over the same period last year, respectively. Loadable capacity grew by 4.8%, while the overall load factor increased by 1.4% compared to a year earlier. Overall average liner revenue per teu increased by 11.6% compared to the same period last year.

CMA CGM signs emissions reduction deal with DSV

Danish transport and logistics group DSV has signed a two-year commercial contract with CMA CGM, in which it will use the French group's ACT+ low-carbon shipping services.

CMA CGM's ACT+ programme enables savings of up to 83% in CO2 emissions through the use of low-carbon fuels, including second-generation UCOME-based biofuels. DSV said it was targeting a reduction in CO2 emissions of 12,000 tonnes.

CMA CGM says it is the first shipping company to commit on a large scale to LNG propulsion for 'megamax' container vessels, starting with the launch in 2020 of the 23,112 teu CMA CGM JACQUES SAADE. By 2031, the French group expects to operate around 200 dual-fuel LNG and methanol-powered vessels.

DSV A/S is a global transport and logistics company headquartered in Hedehusene, Denmark.

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IDLE	99	IN YARD	152
	232,772		598,572
	0.7%		1.7%

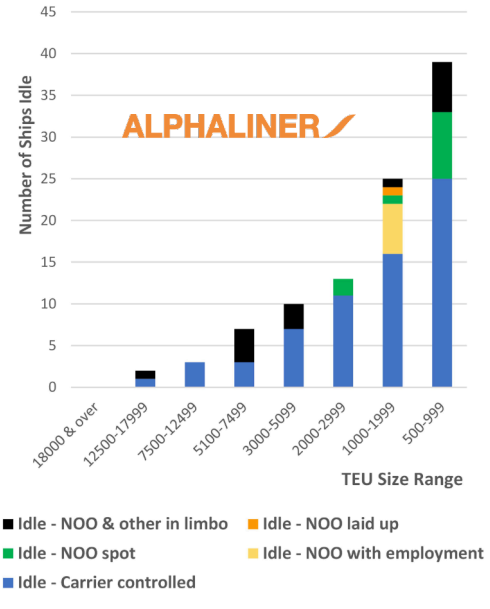
TOTAL INACTIVE	251	ships
	831,344	teu
	2.4%	of fleet

> **'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 05 October 2026

TEU Range	Units Idle	Trend	Idle** Carrier Units	Idle** NOO Units
< 1 Kteu	39	↘	25	14
1-2 Kteu	25	↗	16	9
2-3 Kteu	13	↗	11	2
3-5.1 Kteu	10	↗	7	3
5.1-7.5 Kteu	7	↔	3	4
7.5-12.5 Kteu	3	↘	3	0
12.5-18 Kteu	2	↗	1	1
18+ Kteu	0	↔	0	0
Total units	99	↘	66	33
Total TEU	232,772		154,581	78,191
% of Idle TEU			66%	34%
Idle TEU as % of total fleet			0.7%	

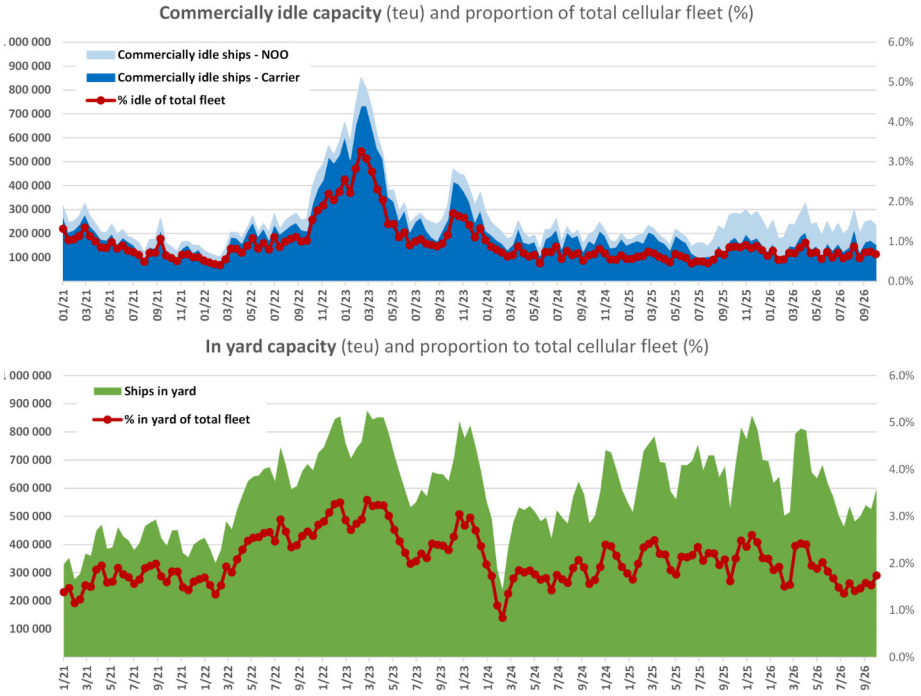
Idle ship distributions as at 05 October 2026



Return to Suez and Golden Week have no effect on idling yet

As of 5 October, the number of idle container ships has remained virtually unchanged from last month and Alphaliner tallied 232,772 teu of capacity as commercially idle. At only 0.7% of the global fleet, the liner sector therefore remains 'fully employed'.

However, mainline carriers are increasingly moving East-West services back to the Suez Canal. Over time, the comparatively shorter Red Sea routing should release a growing portion of the capacity so far required to perform long Cape of Good Hope diversions. On top of this, a handful of skipped sailings during Golden Week ought to free up ship capacity. So far, neither of these factors has prompted a sudden increase in idling, with the idle fleet declining by only about 13,000 teu over the past fortnight.



Port congestion at some key hubs and gateways, on the other hand, continues to absorb ship capacity, partly balancing out the aforementioned effects. Large mainline ships thus remain in exceptionally tight supply, with only two ships idle in the 12,500-18,000 teu size class.

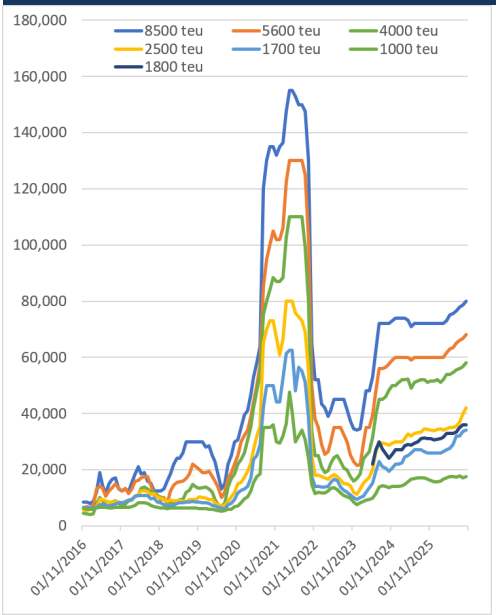
Capacity tied up in drydock, meanwhile, is starting to pick up, with shipowners and carriers usually taking advantage of the slower fourth quarter to carry out vessel maintenance and repair work. Vessel capacity in repair yards has gone up by over 72,000 teu since late September to reach almost 600,000 teu. This number is comparable to the same period in 2024, but still lower than last year's level.

The ongoing situation in the Middle East Gulf continues to keep a portion of tonnage sidelined, with the Strait of Hormuz remaining de facto closed to commercial shipping. Tonnage tied up in the 'Middle East Gulf Situation' has remained stable at about 130,000 teu. Though not counted as 'commercially idle', these vessels remain unavailable for revenue service with consequent effects on the overall balance of vessel supply and demand.

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Alphaliner Charter Rates 2016-2026



Charter market continues to hold strong

The container charter market remains on a robust trajectory, with little sign that it is going to change direction any time soon.

In fact, the already healthy charter rates for all sizes of ships are seeing more gains in certain segments, with new highs reached for vessels of 2,700-2,900 teu in the past days, while any 'special trades' such as the Red Sea or remote operating areas command ever higher premiums.

The market's continued good health is the result of both a persistent shortage of prompt ships across the majority of vessel sizes and a demand that shows no sign of fading, including for very forward deliveries in 2028 and 2029.

Even China's Golden Week has hardly curbed the volume of fixing activity this year, and Asian charterers, particularly COSCO SHIPPING are showing a high appetite for tonnage.

Going forward, the market is expected to continue its bullish journey, at least in the short term. Longer term, the picture is more mixed.

The Suez reroutings, with a fast-rising number of shipping services returning to the Canal despite a continued fragile safety environment in the Red Sea have yet to show their impact on the market.

Tonnage released due to shorter distances has so far been absorbed, but these are still early days to judge the full consequences of the switch.

The second major threat is the orderbook, with an avalanche of 1,200 newbuilding deliveries expected in the next couple of years and more beyond that. While demolition provides a certain buffer if it eventually picks up, it will likely not be sufficient to prevent the return of overcapacity.

Bold capacity management, and continuously healthy cargo volumes across the Globe will thus be essential to keep the market healthy.

Meanwhile freight rates remain on a stable to weakening trend on a number of routes but that's not a complete surprise given the Golden Week holiday in China, and the accelerated returns to Suez.

However, the direction rates will take in the next few weeks will be a serious indicator of where the market is going, and if the current bonanza can continue a little longer.

rates for twelve-month charters in USD

size class	29 Sep	13 Oct
8,500 teu	79,000	80,000
5,600 teu	67,000	68,000
4,000 teu 'PMX'	57,000	58,000
2,500 teu	40,000	42,000
1,800 teu 'BKX'	36,000	36,000
1,700 teu	34,000	34,000
1,000 teu	17,000	17,500

some rates shown here are assesments due to the lack of actual 12-month charters

VLCS: 7,500-13,500 teu: no fresh fixtures reported

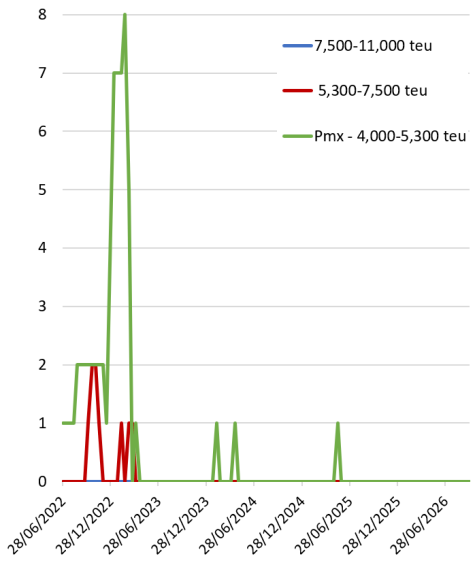
Alphaliner did not record any fresh fixtures in the VLCS segment in the last fortnight.

Both the Golden Week in China and a continued dearth of ships for the coming months explain this lack of activity, but demand remains alive Alphaliner understands.

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available NOO ships 4,000+ teu



Spot ship records by size class

teu	01 Aug	15 Sep	29 Sep	13 Oct
>7,500	0	0	0	0
>4,000	0	0	0	0
'PMX'	0	0	0	0
>3,000	0	0	0	0
>2,700	0	0	0	0
>2,000	0	1	0	0
>1,500	0	0	0	1
>1,250	0	0	0	0
>1,000	1	0	0	0
>800	0	0	2	1
>500	5	4	6	6

The last significant fixtures saw ZIM snapping up four Navios newbuildings of 10,000 teu for periods of 5 years at USD 48,000 per day, with deliveries taking place in 2028 and 2029.

Demand for LCS tonnage (5,300-7,499 teu) shows no sign of easing

Shipping lines continue to actively search for vessels in the 5,300-7,500 teu sizes with three ships finding new employment at healthy terms while several newbuildings have lined up future employment.

Regarding the existing tonnage, the 6,492 teu MARIA H ('IHI 6400') has been fixed by CULines for a period of 36-38 months at USD 48,000 per day.

Meanwhile the slightly smaller 5,446 teu sisters COSCO FELIXSTOWE and COSCO HAMBURG have been sold and fixed back to COSCO SHIPPING for a period of 36 months at USD 35,000 per day.

On the newbuilding scene, two Japanese-controlled units of 7,000 teu due for delivery in 2029 have reportedly been fixed to ONE for 5 years at USD 33,000 per day.

Meanwhile, Peter Doehle of Germany is said to have found an employment for its six newbuildings of 6,400 teu under construction at Guangzhou Wenchong with Maersk, but no details of the fixture have so far been made public.

Finally, Greek NOO Global Ship Lease (GSL) has exercised an option to build two additional ships of 6,200 teu in China for delivery in 2029, which appear to be charter free, for now.

Popularity of classic panamaxes (4,000-5,299 teu) not fading

Although the volume of fixing in the 'Classic Panamax' segment remains low, due to a continued shortage of ships, demand for this class of tonnage remains very much alive, with continuously healthy (albeit stable) fixing terms obtainable by NOOs.

Illustrating this, COSCO SHIPPING Lines was reported to have fixed the 4,252 teu, Conbulk-controlled ALGECIRAS EXPRESS ('Samsung 4000') for a period of 36 months at USD 35,000 per day. The vessel is expected to be delivered in Q2 2027.

This fixture was agreed as part of a package including also two 'wide beam' newbuildings of 5,000 teu from Yangzhou Guoyu, fixed for similar durations at unknown rates and slated for delivery in Q4 2027.

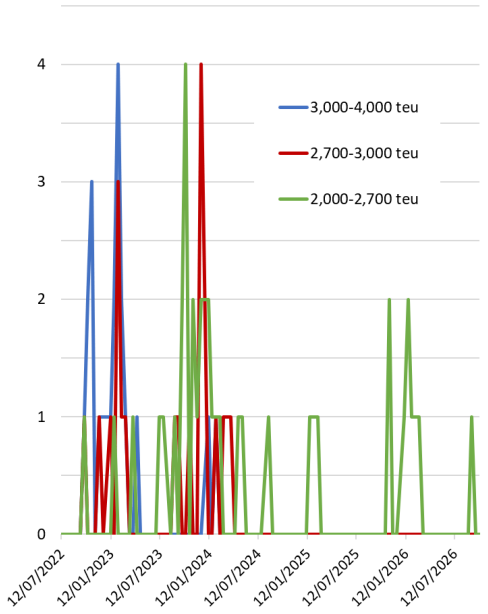
3,000-3,800 teu tonnage in continued high demand

Vessels of 3,000-3,800 teu, including older units, remain in high demand, with ever busy COSCO SHIPPING snapping up two Conbulk-controlled units of 3,237 teu, the MIRADOR EXPRESS and VELIKA ('CSBC 3200') built in 2002, for periods of 36 months at rates believed to be in the low-mid USD 30,000 per day.

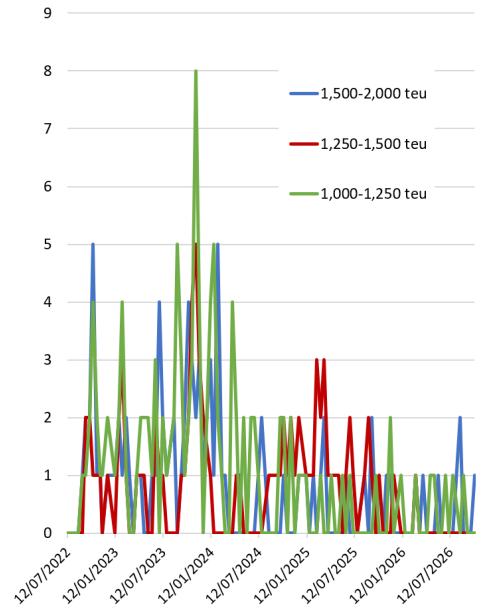
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available NOO ships 2,000 - 4,000 teu



available NOO ships 1,000 - 2,000 teu



Meanwhile on the newbuilding front, German NOO Elbdeich Reederei has ordered two vessels of 3,200 teu from Hengli Heavy Industry in China, for delivery in 2028. Alphaliner believes that these ships are for the time being charter-free.

2,700-2,900 teu sizes hit new rate high

Although the fixing activity remains low -courtesy of a continued lack of ships – demand for vessels of 2,700-2,900 teu stays robust and charterers are prepared to pay ever higher monies to secure the ships they need.

Illustrating this, OOCL was reported to have fixed the 2,824 teu AS CAROLINA ('Hyundai Mipo 2800') for a 36 month period at a very healthy USD 29,900 per day.

So far this kind of rate was agreed for shorter employments of 24 months, while three-year deals were last concluded at USD 27,500 only, for this specific ship type. The new charter with OOCL will start in Q2 2027.

Improving terms for 2,000-2,699 teu units

Vessels of 2,000-2,699 teu remain in equally strong demand from charterers, with both older and newer designs benefitting from the current market strength.

NOOs are obtaining ever improving terms for their ships, as illustrated by Global Ship Lease (GSL) which managed to obtain a 3 year extension of their 2,506 teu, 2000-built sisters MAIRA and NIKOLAS ('Samsung 2500') with CMA CGM at a rate of USD 26,000 per day.

So far, these older designs were typically fixed for durations of 24 months, but rarely for 36.

1,500-1,900 teu vessels continue their bullish journey

Demand for vessels of 1,500-1,900 teu remains strong enough to absorb tonnage offered for charter, with older and younger designs both coveted by charterers.

Charter rates remain very healthy, although stable, with standard designs of 1,700 teu still fetching around USD 34,000 per day for employments of 12 months while modern ‘Bangkokmaxes’ can obtain USD 36,000 or potentially above, depending on their specifications and the trade involved.

Periods of 24 months have meanwhile become again a little more common. Among the interesting rumours, DP World is said to have fixed a number of 1,780 teu newbuildings from Singapore-based Eastern Pacific Shipping (EPS) although no details of this deal have so far emerged.

Ships of 1,250-1,499 teu see persistently strong conditions

Vessels of 1,250-1,499 teu remain in high demand both east and west of Suez, with NOOs able to achieve continuously strong terms.

Illustrating this, Maersk fixed in the Atlantic two ‘CV Neptun 1200’ sisters,

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the 1,296 teu SL EAGLE and SL HARRIER for periods of 24 months at USD 21,500 per day.

In Asia, the 1,471 teu ISEACO WISDOM was extended by NGSS for a period of 18-20 months at USD 19,000, a flattering rate for a gearless ship with low reefer capabilities, built in 1998.

1,000-1,249 teu sizes increasingly fragmented

Demand for ships of 1,000-1,249 teu remains generally good, with vessels coming up for charter easily finding their next employment. However, the segment appears increasingly fragmented between fuel-efficient and eco ships, older designs and newer designs, and the type of trade involved.

Over the last few weeks, Alphaliner has noted that some older designs have seen softening conditions in certain areas. Conversely eco or very modern designs, consistently achieve strong rates and do not witness any weakening.

Special or remote trades (Red Sea, the Americas, the South Pacific) are meanwhile seeing increasingly high premiums, often due to the scarcity of ships able (or willing) to trade in those areas. For these trades, rates of USD 19,000-20,000 per day have been agreed for periods of up to 22 months.

Among the fixtures of interest of the last fortnight, CMA CGM fixed in Asia the 1,118 teu IRIS PAOAY (CV 1100) for a period of 24 months at USD 17,250 per day.

Sub-1,000 teu sizes maintain positive momentum

The fixing activity in the sub-1,000 teu sizes continued to increase in the last fortnight, but all the fixtures were concluded west of Suez. Asia was meanwhile a little slower, due to the Golden Week holiday in China.

Whilst the majority of deals agreed were for short periods of a few weeks to a few months, a couple of vessels managed to get fixed for employments of up to 24 months at continuously healthy rates.

Illustrating this, the 925 teu PICTOR was said to have been extended by Eimskip for a period of 24 months at EUR 14,500 per day.

Representative Charter Market Fixtures

Vessel	Teu	Reefer	Gear	Design	Year	Charterer	Charter	Duration	Rate		Area
MARIA H*	6,492	533	N	IHI 6400	2003	CULines	new	36-38 mos	USD	48,000	Asia
COSCO HAMBURG	5,446	501	N	Kawasaki 5000	2001	COSCO SHIPPING Lines	new	36 mos	USD	35,000	Asia
ALGECIRAS EXPRESS	4,258	400	N	Samsung 4000	2002	COSCO SHIPPING Lines	new	36 mos	USD	35,000	Atlantic
VELIKA	3,237	400	N	CSBC 3200	2002	COSCO SHIPPING Lines	new	36 mos	USD	33,000	Atlantic
AS CAROLINA	2,824	586	N	Hyundai Mipo 2800	2006	OOCL	new	36 mos	USD	29,900	Asia
NIKOLAS	2,506	420	Y	Samsung 2500	2000	CMA CGM	ext	36 mos	USD	26,000	Atlantic
HONG DA XIN 68	2,076	100	N	n/a	2021	Sea Express	ext	20-24 mos	USD	40,000**	Asia
TZINI (1)	1,756	350	Y	SPP 1700	2013	ZIM	ext	24-28 mos	USD	27,000	Americas
ELBSUMMER (2)	1,421	300	N	Sietas Typ 178	2009	DP World	ext	12-14 mos	USD	28,000	Atlantic
SL EAGLE	1,296	448	Y	CV Neptun 1200	2007	Maersk	new	24 mos	USD	21,500	Americas
SINAR BANGKA	1,048	104	Y	Hakata 1000	2000	SITC	ext	14-15 mos	USD	17,800	Asia
PICTOR (2)	925	200	N	Gijon 900	2009	Eimskip	ext	24 mos	EUR	14,500	Atlantic
K-RIVER	700	100	N	Sietas Typ 160	1997	Akkon Lines	ext	12 mos	USD	9,250	Atlantic

(1) - Bangkokmax - (2) 1A ice class - *scrubber fitted - **Red Sea trading

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MSC snaps up the EVRIDIKI G (2,556 teu)

MSC has reportedly purchased the 2,556 teu, Euroseas-controlled EVRIDIKI G ('Hyundai 2500') for a price said to be USD 26 M. The vessel is currently on charter to Maersk and deployed in Intra Asia.

The EVRIDIKI G was built in 2001 by Hyundai H.I., originally as the ELISABETH SCHULTE for German owner Bernhard Schulte. The vessel has a deadweight of 34,654 tons, a length of 210.00 m and a beam of 30.20 m. She is equipped with four cranes of 45 tons and is fitted with 600 plugs.

MSC is keen on the 'Hyundai 2500' type, having already eight such vessels in its fleet. A fair choice since these ships feature a high reefer capacity making them ideal for reefer intensive routes and their cranes give them additional flexibility.

Sale and purchase commentary

The second-hand sale and purchase container market maintains its robust momentum, with an ongoing shortage of prompt, charter-free, tonnage and a high demand across the board keeping asset prices elevated and firming further.

However, with limited tonnage offered for sale, the number of transactions remains generally low and is mainly concentrated in the smaller to medium sizes from 1,700 to 5,500 teu.

Among the transactions of interest, a twenty-five year old, high reefer unit of 2,500 teu was snapped up by MSC at a firm USD 26 M. Meanwhile, a 2019-built 'Bangkokmax' of 1,774 teu found a taker at USD 35 M, a level presumably allowing the seller to log in a comfortable profit over its newbuilding price.

Going forward, the market is expected to maintain its current bullish trajectory for now. However, as with the charter market, the capacities released by the return of carriers to the Suez Canal and the colossal orderbook remain genuine threats which could alter the direction of the market and eventually take their toll on asset values.

On the demolition scene, Alphaliner did not record any sales in the past fortnight, with owners of older tonnage preferring to hold on to their vintage ships in a continuously lucrative trading environment.



above: The COSCO HAMBURG is one of the two vessels that COSCO has recently sold and leased back.

On this picture, she still sports her original grey livery.

photo: G. Vinnes

COSCO sells 5,500 teu boxship pair

COSCO Group has sold two vintage container vessels of 5,500 teu that it will charter back for further trading with the Chinese carrier's liner arm COSCO SHIPPING Lines.

The deal involves the 5,446 teu COSCO FELIXSTOWE and her sister vessel COSCO HAMBURG which have been purchased by undisclosed Chinese owners. Both ships will continue to trade for COSCO SHIPPING Lines for three years at a charter rate of USD 35,000 per day.

The COSCO FELIXSTOWE was built in 2002 by China's Nantong Shipyard (NACKS). The COSCO HAMBURG is meanwhile a product of Japan's Kawasaki shipyard in Sakaide and was delivered in 2001.

Both vessels have a deadweight of about 69,000 tons, a length of 280.00 m and a beam of 39.80 m. They are fitted with 501 reefer plugs.

The ships have lately been trading for COSCO SHIPPING between Asia, Australia and New Zealand.

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CMA CGM buys the ERASMUS GOAL (1,809 teu)

CMA CGM has bought the 1,809 teu 'Bangkokmax' type ERASMUS GOAL ('CSBC 1800 W') from Greece-based Erasmus Shipinvest group, at an undisclosed price.

The vessel has been delivered to her new owner and renamed CMA CGM GOAL. After some works at the CERNAVAL yard in Algeciras, the ship will phase into CMA CGM's 'Iberia Morocco Shuttle' which connects Spain with Portugal and Morocco.

The CMA CGM GOAL was built in 2013 in Taiwan by the CSBC Corp yard in Keelung. She was originally XT Shipping's KESTREL before being sold to Erasmus in 2025 for a reported USD 23 M.

The ship features a deadweight of 22,000 tons, a length of 172.10 m and a beam of 27.30 m. Of gearless design, she is fitted with 350 plugs.

This acquisition brings to four the number of second-hand containerships bought by CMA CGM so far this year, significantly down from the 30 vessels the Marseilles-based company acquired in 2025.



right: The Taiwan-built container ship ERASMUS GOAL, seen under her former name KESTREL.

Our photo shows the ship in ballast, upon arrival at Laem Chabang in Thailand.

photos: G. Vinnes'

Reederei 'Nord' sells the NORDMAAS (1,774 teu)

German NOO Reederei 'Nord' is believed to have sold the 1,774 teu 'Bangkokmax' NORDMAAS ('SDARI 1800 Mk IV') to MPC Container Ships, at a price of USD 35 M, Alphaliner understands from the market.

The vessel is currently on charter to COSCO SHIPPING Lines and deployed between the Mediterranean and West Africa.

The NORDMAAS was built in 2019 in China by Yangzijiang Shipbuilding. The ship has a deadweight of 23,400 tons, a length of 172.00 m and a beam of 28.40 m. Of gearless design, she is fitted with 492 reefer plugs.

With this sale, the third so far this year, Reederei 'Nord' continues to shrink its fleet, which has seen eighteen container vessels sold in the last five years.

The owner's fleet is now down to only eight containerships, including six 'Bangkokmaxes' of 1,756-1,930 teu built between 2014 and 2025 and two 2,506 teu units built in 2017-2018.



above: The NORDMAAS arrives at Leam Chabang with a cargo of Maersk containers.

photo: G. Vinnes

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Hapag-Lloyd leaves Asia - East Coast South America joint service with MSC and ONE

German carrier Hapag-Lloyd is to exit the vessel sharing agreement (VSA) it operates jointly with MSC and ONE on the Asia - East Coast of South America trade route, under the 'AS2' banner.

This service, marketed by MSC as 'Ipanema' and 'SX1' by ONE, calls at Shanghai, Ningbo, Chiwan, Hong Kong, Singapore, Santos, Paranagua, Navegantes, Montevideo, Buenos Aires, Rio Grande, Paranagua, Navegantes, Santos, Singapore, Hong Kong, Shanghai. Sailings are provided on a weekly basis using 13 vessels of 10,000 - 12,000 teu.

From April 2027, MSC and ONE will operate this loop on their own, in a new configuration where MSC will be adding four vessels to compensate for the fleet shortfall resulting from Hapag-Lloyd's exit.

The 'Ipanema' and 'SX1' brandings will be maintained by the carriers and the rotation will remain broadly the same, with calls at Shanghai, Ningbo, Shekou, Hong Kong, Singapore, Santos, Paranagua, Navegantes, Montevideo, Buenos Aires, Rio Grande, Paranagua, Navegantes, Santos, Singapore, Hong Kong, Shanghai.

Hapag-Lloyd will meanwhile continue on the route through a newly launched joint service with ZIM. This loop, branded 'ZFS' by the Israeli carrier and 'AS3' by Hapag-Lloyd, calls at Shanghai, Ningbo, Xiamen, Hong Kong, Yantian, Rio Grande, Paranagua, Itajai, Santos, Rio de Janeiro, Shanghai.

It will provide weekly sailings, eventually using a fleet of eleven ships of 6,700 - 9,000 teu.

Hapag-Lloyd will continue to serve Uruguay (Montevideo) and Argentina (Buenos Aires) via slots on Maersk's Asia - ECSA 'NEOASAS' service (branded 'ASE' by Hapag-Lloyd) as well as through transshipment in Rio Grande.

MSC: 'Ipanema', ONE: 'SX1' Asia-ECSA
vessels deployed:
13 x 10-12,000 teu
port rotation:
Shanghai, Ningbo, Shekou, Hong Kong, Singapore, Santos, Paranagua, Navegantes, Montevideo, Buenos Aires, Rio Grande, Paranagua, Navegantes, Santos, Singapore, Hong Kong, Shanghai

Hapag-Lloyd: 'AS3', ZIM: 'ZFS' Asia-ECSA
vessels deployed:
11 x 6,700-9,000 teu
port rotation:
Shanghai, Ningbo, Xiamen, Hong Kong, Yantian, Rio Grande, Paranagua, Itajai, Santos, Rio de Janeiro, Shanghai

Nador gets very first deep sea service from MSC

MSC is adding the brand new port of Nador, in Morocco, as well as Genoa, to the rotation of its East Med – West Med – US East Coast 'EMUSA' service. This goes at the expense of a Barcelona call, which is taken over by the Far East – Med – USEC 'Dragon' service.

The 'EMUSA' is the very first deep-sea service to be handled at Nador, which MSC intends to use as a hub port. The first call of this loop is scheduled for 28 October with the 9,012 teu BREMEN.

The 'EMUSA' service turns in nine weeks with nine 6,620–9,200 teu vessels serving Tekirdag, Gebze, Damietta, Ashdod, Haifa, Gioia Tauro, Fos, Livorno, Genoa, Valencia, Nador, Newark, Philadelphia, Norfolk, Baltimore, Charleston, Savannah, Freeport, Tekirdag.

MSC: 'Emusa' East Med – West Med – US East Coast
vessels deployed:
9 x 6,620–9,200 teu
port rotation:
Tekirdag, Gebze, Damietta, Ashdod, Haifa, Gioia Tauro, Fos, Livorno, Genoa, Valencia, Nador, Newark, Philadelphia, Norfolk, Baltimore, Charleston, Savannah, Freeport, Tekirdag

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In Nador, the 'EMUSA' ships will be handled by the West Med Container Terminal (WMCT), which is operated by a joint venture between Marsa Maroc and MSC's terminal affiliate Terminal Investment Limited (TiL). The facility at the greenfield port became operational in mid-September (see related news) and has since received some ad hoc calls of ships of up to 23,756 teu.

Carrier53' sets up 'mega-deckship' sailing from China

Carrier53' in September organised a westbound container sailing from Taicang, a Yangtze River port near Shanghai, with one of the world's largest heavy-load deckships.



right: The deckship FAN ZHOU 8, seen upon departure from Taicang with a full load of 40 foot high cube containers.

On her trip the ship carried a total of 1,558 x 40' high cube containers, the equivalent of 3,116 teu.

photos: Carrier 53'

The German company (Carrier53' Shipping GmbH) chartered the FAN ZHOU 8, a 2024-built heavy-load deck cargo vessel owned and managed by Jiangsu Fanzhou Shipping of China.

The 58,405 dwt vessel loaded containers at Taicang Container Terminals, a facility commonly used by Shanghai Jin Jiang Shipping, Taicang Container Lines, SITC, CK Line, Sinolines, and others, typically for intra-Asia regional traffic.

According to Carrier53', the FAN ZHOU 8 loaded 1,558 x 40' high cube containers, the equivalent of 3,116 teu. Boxes were stacked five tiers high on the vessel, with only two tiers on the outer rows. In total, the 256.00 m-long and 51.00 m-wide FAN ZHOU 8 carried a container load measuring 17 'bays' and 20 rows across deck.

From Taicang, the vessel headed toward the Red Sea which might potentially be the ship's final destination, but no next port call has been disclosed. Carrier53' Shipping is an independent ocean carrier (vessel-operating common carrier, or VOCC) based in Germany.

It specialises in flexible, on-demand shipping with MPP vessels and tailored routing for non-standard cargo. Its services include ocean freight, container leasing, storage, and container repositioning.



above: In addition to the FAN ZHOU 8, Germany's Carrier 53' has also chartered the 1,208 teu newbuilding TIM SCHEPERS for a short period and a trip to the Americas via the Cape.

The vessel is earmarked for a long-ish charter with Seaboard, but will probably only join the carrier on the US East Coast.

The TIM SCHEPERS is currently headed from Taicang to Port Louis with a full cargo of loaded newly-built containers.

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As the company's name suggests, Carrier53' is specialised, among other things, in the transport of oversized containers, including 53-foot intermodal units that are common in North America. Typically, these boxes are manufactured in China, shipped to the USA once, and then never leave the continent again.

In times of strong demand and full ships, mainline carriers are often reluctant to accept this awkward cargo, which has created a niche for an operator such as Carrier53'. The company procures fronthaul capacity specifically for outsized equipment.

In this respect, the current voyage of the FAN ZHOU 8 was carried out in cooperation between Carrier53' and Lotus Containers, a buyer and seller of shipping containers.

The FAN ZHOU 8 is not the only deckship that shows up in Europe with containers from China: This week, the 1,480 teu TIGER MAANSHAN called at Felixstowe and Rotterdam with a cargo that it carried west via the Northern Sea Route. The vessel is operated by Sea Legend. Unlike the heavy-load FAN ZHOU 8, the TIGER MAANSHAN deckship was, however, designed for container carriage, albeit for specialised LNG tank containers.

Evergreen revamps China – Taiwan – Southeast Asia coverage

Evergreen will revamp its coverage between China, Taiwan and Southeast Asia next month, with the revision of its China – Taiwan – Philippines – Thailand 'KTP' service and the reinstatement of its Taiwan – Manila 'TMS' service.

The Taiwanese carrier will remove the southbound Hong Kong call, Shekou, Kaohsiung and Manila (North) from its 'KTP' and in turn add Xiamen, Ho Chi Minh City and Qinzhou to its itinerary.

To continue covering Kaohsiung and Manila (North), Evergreen will reinstate its 'TMS'. The service was suspended in August 2024, when the carrier resumed its Taiwan – Philippines 'CPH' service. The 'CPH' currently links Kaohsiung, Manila (South), Batangas, Cebu and Davao with 2 x 1,200 - 1,600 teu vessels.

Evergreen will deploy the 2,634 teu EVER ORDER, which is scheduled to commence the 'TMS' ex Kaohsiung on 16 November, shuttling between Kaohsiung and Manila (North).

Meanwhile, the updated 'KTP' will continue to turn in four weeks, covering Dalian, Tianjin, Qingdao, Xiamen, Ho Chi Minh City, Laem Chabang, Qinzhou, Hong Kong, Taipei, Dalian with four 2,900 teu vessels. The 2,886 teu EVER BASIS is expected to be the first ship to follow the revised rotation on 6 November ex Dalian.

This comes amid labor action in the Philippines that has caused severe port congestion and constraints on depot and empty-container return capacity, prompting some carriers to suspend bookings to Manila, Batangas and Subic Bay.

Evergreen : 'TMS' Taiwan – Philippines
vessels deployed:
1 x 2,634 teu
port rotation:
Kaohsiung, Manila (North), Kaohsiung

Evergreen : 'KTP' China – Taiwan – Vietnam – Thailand
vessels deployed:
4 x 2,900 teu
port rotation:
Dalian, Tianjin, Qingdao, Xiamen, Ho Chi Minh City, Laem Chabang, Qinzhou, Hong Kong, Taipei, Dalian

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COSCO starts South China – Malaysia 'EBS' loop

COSCO : 'EBS' China – Malaysia
vessels deployed:
2 x 1,500 – 1,700 teu
port rotation:
Shenzhen, Nansha, Port Kelang (North), Shenzhen

COSCO SHIPPING Lines last month introduced a new South China – Malaysia service dubbed 'EBS'.

The 'EBS' turns in two weeks deploying two 1,500 – 1,700 teu ships, calling at Shenzhen, Nansha, Port Kelang (North), Shenzhen.

The 1,560 teu IBN AL ABBAR performed the maiden voyage on 14 September ex Shenzhen, followed by the 1,708 teu TOKYO TOWER on 25 September.

The new service will further strengthen COSCO's coverage between South China and the Straits, complementing its existing loops.

Evergreen enhances North/South China and Straits coverage

Evergreen : NCX' China – Singapore – Malaysia
vessels deployed:
slots on PIL / X-Press Feeders / Namsung
port rotation:
Tianjin, Qingdao, Xiamen, Singapore, Port Klang, Penang, Nansha, Tianjin

Evergreen will enhance its coverage between North and South China and the Straits later this month.

The Taiwanese carrier will provide this new connection through co-loading on a new service that will be jointly launched by PIL, X-Press Feeders and Namsung Shipping. The existing partners market it as 'CSM', 'NCX' and 'NCM' respectively, while Evergreen will also market it as 'NCX'.

The 'CSM' / 'NCX' / 'NCM' will operate on a four-week rotation with four 2,500 – 3,600 teu vessels calling at Tianjin, Qingdao, Xiamen, Singapore, Port Klang, Penang, Nansha, Tianjin.

Evergreen is expected to start its participation from the maiden voyage on 28 October ex Tianjin with the 3,566 teu KOTA MANIS.

In addition to improving Evergreen's overall coverage between North and South China with Singapore and Peninsular Malaysia, this new loop allows the carrier to offer twice-weekly sailings between the North China gateway of Qingdao and the Malaysian port of Penang, complementing its North / South China-Straits ('NCS') loop.

SITC introduces South China – Cambodia loop

SITC : 'RSK3' China – Cambodia
vessels deployed:
Slots on RCL
port rotation:
Nansha, Shenzhen, Sihanoukville, Nansha

Shandong International Transportation Corporation (SITC) will later this month introduce a new weekly South China – Cambodia service, marketed as 'RSK3'.

The Chinese regional carrier will offer the 'RSK3' through slot participation in Regional Container Lines' (RCL) upcoming South China – Cambodia – Thailand service under the same branding. OOCL has also revealed that it will take slots on the new loop and market it as 'CCT4'.

RCL's 'RSK3' will turn in two weeks deploying two 1,100 teu vessels, calling at Nansha, Shekou, Sihanoukville, Songkhla, Nansha.

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The 1,162 teu MTT SAISUNEE will commence the maiden voyage ex Nansha on 16 October, followed by sister vessel MTT SENARI a week later.

Both slot partners will participate on the service from its maiden voyage. SITC's participation in the loop, however, is limited to Nansha, Shenzhen, Sihanoukville, Nansha, omitting the Thai port of Songkhla.

SITC already offers a weekly South China – Cambodia link through its 'VTX4' service, which is jointly operated with RCL and has wider coverage that also includes Thailand, Southern Vietnam and the Philippines.

SITC revises e-commerce express service between South China and Manila

SITC : 'EPX1' China – Philippines
vessels deployed:
1 x 1,700 teu
port rotation:
Wenzhou, Quanzhou, Xiamen, Manila, Wenzhou

Since 2022, Shandong International Transportation Corporation (SITC) has operated a dedicated weekly shuttle between Xiamen (Haitian terminal) and Quanzhou (Weitou terminal) in South China, and Manila (South Terminal) in the Philippines.

The weekly shuttle, marketed as 'EPX 1', will introduce Wenzhou to its rotation later this month. Under the revised configuration, the service will call at Wenzhou, Quanzhou, Xiamen, Manila, Wenzhou, taking effect on 28 October ex Manila with the departure of the 1,781 teu SITC XIANDE.

According to SITC, the 'EPX 1' is the operator's first Silk Road e-commerce express line.

Currently, SITC offers one other weekly loop, which links Wenzhou and Manila (South Terminal): the 'CPX1', which covers North, Central and South China as well as the central and southern islands of the Philippines.

Summit Shipping Line launches Western India – Red Sea loop

Summit Shipping Line has announced the launch of a regular Western India – Red Sea service, marketed as 'Bharat Red Sea Service' ('BRS').

The carrier will offer the 'BRS' through co-loading on Samudera's new 'IRS' loop, which links the two Western India gateways of Nhava Sheva and Mundra with the Egyptian port of Sokhna.

Samudera commenced the service with the 1,063 teu LAN HAI ZHI YUAN departing 2 October ex Nhava Sheva, initially offering monthly sailings deploying a single ship.

A second ship will be introduced to the loop next month, upgrading it to a fortnightly frequency. The 1,354 teu ZHONG SHENG TUO HAI is scheduled to depart from Nhava Sheva on 13 November, also

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marking Summit Shipping Line's entry into the service.

The 'IRS' / 'BRS' is therefore expected to turn in four weeks with two 1,000 – 1,400 teu vessels.

Akkon Lines to launch Turkey - Georgia 'PSS'

Akkon Lines: 'PSS' Marmara - Black Sea
vessels deployed:
1 x 344 teu
port rotation:
Derince, Poti, Derince

Turkish shipping company Akkon Lines will introduce a new Black Sea feeder service connecting Turkey with Georgia early next month.

The loop will be marketed as 'Poti Shuttle' ('PSS') and is scheduled to commence with the 344 teu CHONA on 4 November from Derince (Izmit).

Akkon Lines' 'PSS' will offer sailings every nine days linking Derince in the Marmara Sea with Poti, located in the Eastern Black Sea region.

Once launched, this new 'PSS' will become the only feeder service offering regular sailings between Derince and Poti. Until mid-July, MSC offered a weekly connection between the two ports with its Turkey - North Africa - Black Sea service.

The loop will also complement Akkon Lines's other dedicated Turkey - Black Sea service, dubbed 'BSS', serving Derince with Constanta, Varna, and Burgas on a weekly basis with a single 686 teu unit.

Tailwind launches Portugal - Morocco 'CSC' shuttle

Tailwind Shipping Lines: 'CSC' Iberia - North Africa
vessels deployed:
Slots on WEC Lines
port rotation:
Setubal, Casablanca, Setubal

Tailwind Shipping Lines introduced a new Iberia - North Africa feeder service this week, dubbed 'CSC'.

The German shipping company, which is backed by the Schwarz Group (best known for its discounter Lidl), will take slots on WEC Lines' Morocco - Portugal 'MAPT' service and offered a first sailing with the 1,024 teu VERA A on 13 October from Setubal.

WEC Lines operates this loop on a weekly basis, and it takes in Leixoes, Vigo, Setubal, Casablanca, Figueira Da Foz, Leixoes. Tailwind will only slot between Setubal, Casablanca, Setubal.

The new 'CSC' will allow Tailwind to offer a North Europe - Morocco connection via transshipment in Setubal. Cargo from North Europe will reach the Portuguese port on the carrier's North Europe - Mediterranean service, aka 'Dolphin Express' ('DEX'), where it will be transshipped onto the 'CSC' for onward carriage to Morocco.

This Setubal - Casablanca link is not entirely new for Tailwind. From October 2025 until July this year, the carrier offered this connection on the 'DEX'.

In the past two months, the 803 teu PANDA 002 then carried out some ad hoc sailings between the two ports.

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Yang Ming adds intra-Morocco shuttle

Yang Ming will introduce a new intra-Morocco feeder loop this week.

The Taiwanese carrier will offer this loop through slots on the 'Morocco Cabotage Service' ('MCS') of Turkish container operator Arkas Line.

Yang Ming will offer a first sailing on the 1,440 teu CASABLANCA A on 15 October from Tanger Med. The service offers weekly sailings connecting the West Med hub with Casablanca.

This 'MCS' will become Yang Ming's first North African feeder service in its intra-Mediterranean network. The line has so far focused mainly on the East Med, the Black Sea and the Adriatic.

Yang Ming: 'MCS' Intra-Morocco
vessels deployed:
Slots on Arkas
port rotation:
Tanger Med, Casablanca, Tanger Med

ZIM extends Venezuela loop to the US

ZIM will add a new call at Houston to its weekly Kingston - Venezuela & Guyana 'VEL' standalone service in November.

From the call of the 1,756 teu TZINI in Houston on 5 November, the 'VEL' will serve Cartagena (Col), Kingston, Houston, Kingston, La Guaira, Guanta, Georgetown, Puerto Cabello, Cartagena (Col).

The service will turn in three weeks using two vessels of 1,756 teu TZINI and SEAMASTER, and the smaller, 1,338 teu MARTI CLOUD.

ZIM: 'VEL' Caribbean - NCSA
vessels deployed:
3 x 1,300-1,700 teu
port rotation:
Cartagena (Col), Kingston, Houston, Kingston, La Guaira, Guanta, George-town, Puerto Cabello, Cartagena (Col)

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Imabari delivers the ONE SUPERIOR (13,932 teu)

Imabari Hiroshima Shipyard at Mihara, Japan, last wee delivered the 'compact neo-panamax' ('C-NPX') container vessel ONE SUPERIOR to Ocean Network Express (ONE).

The conventionally powered 13,932 teu ship is unit number 13 in a series of at least 15 sisters that various Imabari Group yards are building for ONE. In this series, the ONE SUPERIOR follows the ONE SUCCESS, delivered in July.

ONE's latest vessel is 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 ship has a very high reefer intake with 2,550 plugs and she is powered by an MAN B&W 7G95ME-C10-LPSCR main engine that delivers 48,000 kW for speeds of up to 22.0 knots.

Deliveries in October

vessel name	teu	operator
ONE SUPERIOR	13,932	ONE
OOCL PERU	13,580	OOCL
CMA CGM GOLD	13,136	CMA CGM
CMA CGM PACIFIC	8,454	CMA CGM

right: Our photo shows a sister vessel of the ONE SUPERIOR on sea trials in Japanese waters.

The ships of this series come with an additional container bay that sits atop the forward mooring station.

This bow-bay is protected by the white wraparound wind- and wave deflector that surrounds the forecastle.



photo: Imabari Zosen

The ships of this Imabari-designed series are the world's first 'neo-panamax' container vessels incorporating an 'extra' bay on the forecastle, above the mooring station. This bay is protected by a distinctive wrap-around wind–and wave-breaker.

From Mihara, the ONE SUPERIOR has positioned to Qingdao, China, where she joins ONE's WCNA - Asia - North Europe 'FP2' service. ONE runs this pendulum string jointly with Yang Ming and HMM under the umbrealla of Premier Alliance.

Seaspan takes delivery of the OOCL PERU (13,580 teu)

Seaspan has recently taken delivery of the OOCL PERU, a 13,580 teu newbuilding from China's Hudong Zhonghua Shipyard.

The OOCL PERU is the second of six similar 'compact neo-panamax' container vessels that Seaspan ordered in October 2024. She follows the OOCL CHANCAY, the lead vessel, delivered in August.

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Seaspan's four remaining sisters are slated for delivery by Q3 2028. All six vessels have been fixed to OOCL for 15 years.

Among its principal characteristics, the OOCL PERU has a deadweight of 169,132 tons, a length of 335.00 m and a beam of 51.00 m (20 rows).



right: The container ship OOCL CHANCAY, seen here on trials in the East China Sea, is a sister of the recently-delivered OOCL PERU.

Both ships are examples of Hudong-Zhonghua's in-house design for a compact neo-panamax vessel.

The ships of this series are powered conventionally and they are fitted with exhaust gas scrubbers, as evidenced by the huge funnel.

photo:CSSC

The ship is equipped with 2,000 reefer plugs making her an ideal candidate for reefer-intensive routes. She is conventionally powered and scrubber-fitted.

From the yard, the OOCL PERU sailed to Qingdao, from where she embarked on an off-schedule intra-Asia trip before phasing into OOCL's Asia-WCSA 'TLP1' service in Nansha on 19 October.

This loop, operated so far by sister company COSCO SHIPPING Lines, is going through a capacity upgrade, with units of 8,500 - 9,000 teu gradually being replaced by ships of 13,000 - 14,000 teu.

Huyndai Samho delivers the CMA CGM GOLD (13,136 teu, MDF), world's first 'lashing-free' container ship

HD Hyundai Samho Heavy Industries has delivered the 'compact neo-panamax' ('C-NPX') container vessel CMA CGM GOLD to the French shipping line CMA CGM. The 13,136 teu ship is the last unit in a series of twelve methanol-enabled sisters that the Marseille-based company ordered in 2023. In that series's she follows the CMA CGM COPPER, delivered in June.

The Korean yard describes the new ship as the world's first 'lashing-free' container vessel, but this claim appears to be marketing hyperbole. Nevertheless, the brand new CMA CGM GOLD will trial some innovations that reduce lashing effort.

Among its main characteristics, the CMA CGM GOLD has a length of 335.00 m, a beam of 51.00 m (20 rows) and a deadweight of 147,200 tonnes on a draught of 15.50 m.

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right: The Hyundai-designed series of 'compact neo-panamax' vessels for CMA CGM has been completed with the recent handover of the CMA CGM GOLD.

Hyundai claims that the ship is 'lashing free' but Alphaliner understands that the new system has only been fitted to a single bay in order to trial it.

Even on that bay, CMA CGM is believed to still carry out conventional lashing in addition as a precaution.

photo: Hyundai Samho



Huanghai Shipyard delivers mini cargo-cruiser

China's Huanghai Shipbuilding this week delivered the 198-passenger combined passenger-cargo luxury cruise ship ARANOA to Aranui Cruises.

The vessel is the second cargo-carrying cruise ship for the operator, following the 2015-built ARANUI 5.

With a length of 116.00 m, a breadth of 21.00 m and a draft of just 5.00 m, the ARANOA has been designed to fit into small Pacific island ports such as Papeete, Rangiroa, Ua Huka, Fatu Hiva or Vaitape.

The small ship has a single cargo crane and one container hold on the foreship. She has a speed of 15 knots and a cruising range of 3,000 nautical miles.

She is powered by an MAN B&W 7G95ME-C10.5 engine that develops an output of around 43,000 kW for a top speed of just under 21 knots.



The CMA CGM GOLD left her building yard in Mokpo on 5 October and will phase into CMA CGM's Asia - WCSA 'ACSA 1' service in Qingdao on 9 October.

As far as the 'lashing-free' design is converned, Samho writes: The vessel 'features an advanced hybrid version of the lashing-free technology developed by HD Hyundai Heavy Industries'.

Samho adds: 'By incorporating innovative cell guides, standardized portable benches, and a Twistlock Rooting System, the vessel eliminates traditional container-securing operations entirely. This design innovation increases its cargo capacity by more than 10% compared with conventional container ships'.

Alphaliner nevertheless believes that the ship is not 'lashing-free'. Visually, the CMA CGM GOLD looks similar to her eleven sister vessels with conventional hatch covers and lashing bridges, rather than cell guides above deck. Her design features three-high lashing bridges with single 'Mickey-Mouse Ears' (extensions of the lashing bridges on the outer container positions).

Presumably, Hyundai's new system has been fitted to only one or two container bays, where it can undergo real-life testing before carriers decide whether to opt for this feature on future newbuildings or not.

NTS delivers the CMA CGM PACIFIC (8,454 teu, LNG)

China's New Times Shipyard (NTS), also known as New Century Shipyard, has delivered the 8,454 teu container vessel CMA CGM PACIFIC. The ship is the third of four sisters that NTS is building for Singapore-based non-operating owner Eastern Pacific Shipping (EPS).

The CMA CGM PACIFIC follows the CMA CGM INDIAN, delivered in Septem-

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ber. The last vessel in the series, the CMA CGM AUSTRAL is expected to be handed over in November. All four ships are committed to long-term charters to CMA CGM.



right: Two earlier sister vessels of the CMA CGM PACIFIC, seen floating out at New Times Shipyard in China.

The container ships of this series are 'SDARI Sealion 8000 LNG' designs.

They are ultra-compact vessels, with a length of only 260.00 m and a breadth of 45.60 m (18 rows).

photo: New Times Shipyard

The CMA CGM PACIFIC and her sisters are of the SDARI-designed 'Sealion 8000 LNG' type. They are ultra-compact designs, with a length of only 260.00 m and a breadth of 45.60 m (18 rows) for a deadweight of around 101,000 tons.

They are fitted with 1,300 reefer plugs and are powered by Everllence (formerly known as MAN B&W) 6G80ME-C10.5-GI-EGRTC main engines that deliver 24,800 kW for a top speed of 21.0 knots.

After leaving her building yard, the CMA CGM PACIFIC will phase in Qingdao on 12 October into CMA CGM's Asia-ECSA 'SEAS 3' service, which the French carrier operates jointly with Maersk.



First photos have emerged of COSCO Guangdong Shipyard's recently-completed conversion of the 'Supramax' dry bulk carrier PU TUO HAI into a container vessel.

The COSCO owned 53,000 dwt PU TUO HAI, a 'Diamond 53' type bulker, is now the 2,528 teu container ship SINGAPORE RIVER. She is on charter to X-Press Feeders.

A second ship of the same type is currently at the yard, undergoing the same conversion.

photo: COSCO Heavy Industries

GSL orders another two 6,200 teu ships from Wenchong

Athens-based non-operating owner Global Ship Lease (GSL) last week announced that it was exercising an option to build 'two additional mid-size, ultra high-reefer wide-beam latest generation container ships for an aggregate contract price of approximately USD 163 M'.

While GSL did not provide any guideance about the exact ship size or the choice of shipyard, the two new vessels are expected to be units of 6,200 teu, similar to the 15 ships that the the Greek owner ordered earlier this year.

GSL inmitially ordered ten ships in early June and then extended its orderbook to 15 vessels later that month. The owner's 17-strong newbuilding pipeline is now split about evenly between Guangzhou Wenchong Shipyard (GWS - 9 ships) and Taizhou Sanfu Ship Engineering (8 ships).

The two optional vessels just confirmed are expected to be built by Guangzhou Wenchong for delivery in late 2029.

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GSL's new ships will be of the 'SDARI Sealion 6200' type, with a deadweight of 78,000 tons, a length of 240.00 m and a beam of 42.80 m. They will have a high reefer intake, with a total of 1,380 plugs.

Out of the 17 ships of this type now on order for GSL, ten are believed fixed to MSC for periods of about seven years. The charter status of the other vessels is, so far, unclear. Regarding the last two units, GSL said that 'the Company is in discussions with prospective charterers regarding their employment upon delivery'.

George Youroukos, Executive Chairman of Global Ship Lease, commented: 'We are strong believers in the value proposition of high specification, highly flexible, mid-sized containerships and expect them to play a crucial role for our industry for many years to come.

By exercising these additional newbuild options, we are very pleased to be growing our exposure to this increasingly valuable vessel class on attractive terms agreed earlier this year and at prices no longer available in the market for comparably specified ships with 2029 deliveries.'

For Global Ship Lease, the newbuilding orders mark a departure from its former business model. Up to this year, the company specialized in secondhand acquisitions. GSL currently controls a fleet of 71 container ships from 2,200 teu to 11,000 teu, with ships from 5,000 teu to 9,000 teu at the heart of its portfolio. With parts of the Global Ship Lease tonnage getting old, this year's ordering spree will give the owner's fleet some much-needed 'fresh blood'.

Elbdeich orders 3,200 teu boxship pair in China

German non-operating owner Elbdeich Reederei has ordered two 3,200 teu container vessels from China's Hengli Heavy Industry. The ships, said to have been negotiated for a price of USD 48 M each, are expected to be delivered in 2028.



rendering: Alphaliner

above: Rumor has it that Germany's Elbdeich Reederei has opted for a standard SDARI design, such as the 'Sealion 3000' type, shown here for illustration.

This is, however, not confirmed and the ships could well be of another design with similar dimensions, such as the German-designed 'Ruby CV 3100'.

It is unclear whether the owners already have a charter in place for the pair, or whether Elbdeich ordered the ships speculatively.

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Taskos linked to two 3,200 teu orders from Hengli

Further to the pair of 3,200 teu ships that Elbdeich ordered from Hengli, the Greek owners of Tsakos Group are believed to have signed up for two ships of similar design from the very same yard.

Greek shipping sources claim that the Tsakos pair is scheduled for delivery in Q4 of 2028.

The ships will have a 199.99 m x 35.20 m footprint and they will be fitted with scrubbers. Detailed design specifics have not yet been reported.

So far, Alphaliner does not know whether the orders are fresh or whether Tsakos already signed these newbuilding deals in August or September.

Tsakos currently controls a fleet of ten container vessels.

Six of these are modern 'Chittagongmax' designs of 2,782 teu from Korean builder Hyundai Mipo, delivered in 2023 and 2024. The other six are ships in the 2,800 to 4,600 teu size range, built from 2005 to 2014.

Alphaliner believes that Tsakos would typically order on the back of forward charter commitments, but does not know whether the two 3,200 teu units from Hengli are charter free or not.

In terms of price, the new vessels are expected to cost around USD 48 M per unit, depending on technial specs.

Elbdeich's newbuilds are expected to be of similar to vessels which the Greek owners Thenamaris and Minerva recently ordered from Hengli.

The ships will have a deadweight of about 41,000 tons, a length of 199.90 m and a beam of 35.20 m (14 rows). They will be powered conventionally and presumably fitted with scrubbers.

With these two orders Elbdeich has brought its newbuilding tally to nine ships. Among the vessels on order is one 'Bangkomax' unit of 1,930 teu, the ELBCHIEF ('Wenchong Swan 1900'), due to be delivered in November and fixed to Hapag-Lloyd.

The German NOO has also got two 5,300 teu vessels under construction at Guangzhou Wenchong, the ELBTRUST and ELBRELIANCE ('Wenchong Swan 5300') that will hit the water in late 2027 and early 2028. Both ships have been fixed to Maersk for periods of three years.

Finally, Elbdeich has got four ships of 1,234 teu under construction at Mawei, slated for delivery between Q4 2027 and Q3 2028.

Elbdeich Reederei currently owns twenty-eight container vessels with capacities ranging from 750 to 1,930 teu.

Hai An Transport linked to 2,900 teu vessel orders in China

Vietnamese shipping group Hai An Transport is believed to have ordered a pair of 2,900 teu container vessels at China's Guangzhou Wenchong Shipyard (GWS).

Brokerage sources claim that the vessels are to be delivered in late 2029. So far, however, the stock-listed company has not disclosed any fresh orders yet.

Assuming this deal is done, the move would bring Hai An's newbuilding-tally to a total of ten container ships.

Hai An has currently got four vessels of 3,000 teu on order from Yangzijiang Shipbuilding, all due for delivery in 2028. The company has also got four vessels of 7,165 teu on order from Dalian Shipyard, that are expected to hit the water in 2028 and 2029.

So far, it is still unclear whther Hai An, which acts as both a liner operator and non-operating vessel owner (NOO), intends to operate these newbuildings on its own intra-Asia network or trade them on the charter market.

Hai An Transport and Stevedoring Company was set up in 2009 and is listed on the Ho Chi Minh Stock Exchange.

It owns a fleet of 20 container vessels of 787 to 3,888 teu, half of which is currently chartered out to third party liner operators.

Hai An also runs its own liner network in Asia, connecting Vietnam to China and South East Asia and providing domestic shipping services within Vietnam.

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DP World signs concession for New Mooring Chittagong

DP World and the Chittagong Port Authority (CPA) on 8 October signed a 15-year concession for the operation and maintenance of Chittagong's New Mooring Container Terminal (NCT) and its Overflow Container Yard (NCT OCY). Under the new public-private partnership framework, the CPA will keep ownership of the terminal, while DP World will be responsible for operation and maintenance.



right: Formal signing of the 15-year concession for the operation and maintenance of Chittagong's New Mooring Container Terminal.

The ceremony took place on 8 October at Dhaka.

photo: DP World

According to local media, DP World will pay an upfront fee of BDT 600 crore (USD 50 M) alongside an annual fee. The Dubai-based group should also invest around USD 90 M over the next ten years in equipment, technology and operational improvements.

NCT is Chittagong's busiest container facility. It handled about 1.39 Mteu over the last fiscal year. NCT OCY is a satellite container storage area of about 12 ha, located some 200 m from NCT.

Initial negotiations between the CPA and DPW started in 2018, when the operator expressed interest in the Bangladeshi port. Two years later, DP World intended to invest about USD 1 bn in Bangladesh. Among other infrastructure, this encompassed upgrades of NCT and the neighbouring Chittagong Container Terminal (CCT), as well as investments in the new Patenga Container Terminal (PCT).

NCT has a 1,000 m berth supported by an adjacent yard of 28 ha. It is one of the four main container terminals in the port of Chittagong. In recent months, CPA has shown interest in leveraging public-private partnerships to develop terminals and to upgrade existing ones. In 2025, the port of Chittagong handled 3.41 Mteu, up 133,000 teu from the year before.

Four more ZPMC cranes arrive at APMT Rotterdam

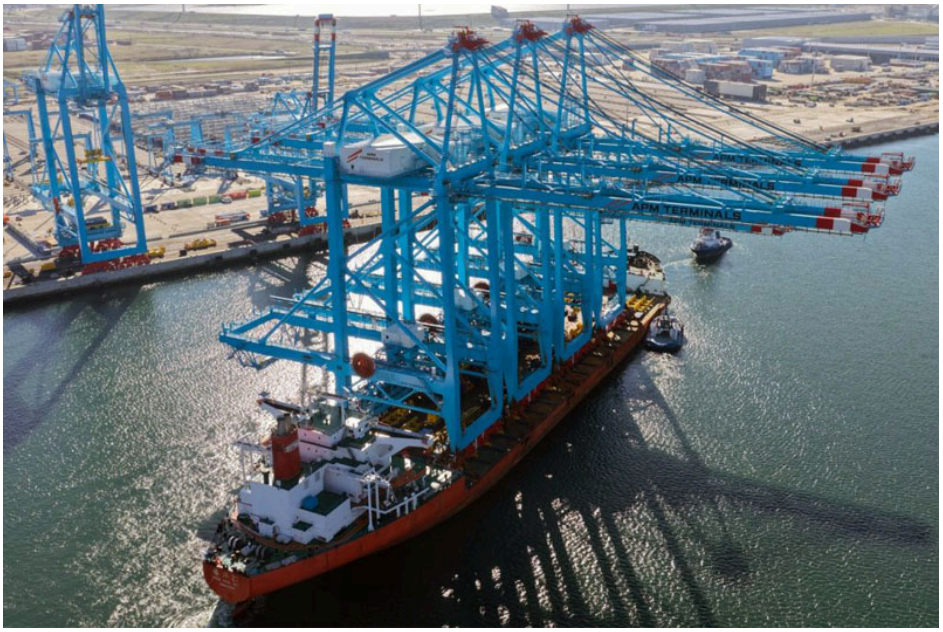
Half a year after taking delivery of four STS cranes from ZPMC, APM Terminals has received another batch of four cranes at Rotterdam Maasvlakte 2 Terminal (APMT-MV2).

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This week's shipment comprises three 'megamax'-sized ship-to-shore (STS) gantry cranes and one smaller STS barge and feeder crane (BFC).

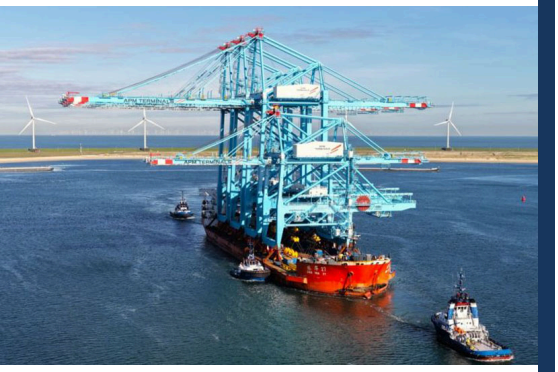
Manufactured by ZPMC in China, the cranes were carried to Europe fully assembled on board the heavy-lift vessel ZHEN HUA 27.



right and below: The ZHEN HUA 27 arrives at Rotterdam.

She carries three 'megamax' sized STS cranes and a smaller unit that is designed to handle barges and/or feeder vessels.

photos: APMT



For APMT, this delivery forms part of an investment and expansion project that the operator initiated in 2020.

Under the current expansion plan, the terminal's main pier was doubled in length to about 2,000 m. The number of automated crane-served container storage blocks will also rise from 27 to at least 50.

APMT-MV2 now lines up 16 STS cranes, and the terminal should reach an annual design capacity of 5.40 Mteu once its full footprint is operational, with 19 'megamax' STS cranes.

In August, the German carrier Hapag-Lloyd agreed to acquire a 25% share in APMT-MV2 through its port division Hanseatic Global Terminals (HGT).

Both Gemini Cooperation partners are therefore now involved in the terminal's ownership, and together they account for an estimated 90% of its traffic. HGT will remain a silent partner, with APMT in charge of day-to-day operations.

Rotterdam is Europe's largest container port, with a volume of 14.2 Mteu in 2025. Its Maasvlakte 1 and Maasvlakte 2 areas are home to large mainline container terminals from global majors, including APMT, Hutchison Ports and DP World.

DP World Southampton receives two STS

Shortly after shipping two STS gantry cranes to DP World's London Gateway container terminal in the United Kingdom, the heavy-load transport vessel ZHEN HUA 31 proceeded to Southampton to deliver two more ZPMC-built quay cranes, also for DP World.

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The operator said that the two 'megamax'-sized cranes represent a GBP 60 M investment, which adds to two new STS cranes that Southampton received from the same Chinese supplier in June.



right: Two new STS cranes arrive at DP World Southampton.

The ship that carried them from China to the UK had already delivered two units to London Gateway.

photo: A. McAlpine

With this delivery, DP World Southampton is now equipped with 16 STS cranes on a 1,920 m quay. The facility, which has an 80 ha container yard and direct on-dock rail access, is the only container terminal at the port of Southampton.

The port primarily sees mainline calls by ONE, Maersk, CMA CGM and Hapag-Lloyd, while BG Freight Line is the main regional and feeder carrier at Southampton.

Having handled 1.95 Mteu last year, Southampton ranks as the United Kingdom's third-largest container port after London Gateway and Felixstowe. If counted as one, the nearby Thames River ports of Tilbury and London Gateway (and potentially Thamesport) come out as number one, very slightly ahead of Felixstowe.

Contecon Manzanillo takes delivery of two STS

Contecon Manzanillo in Mexico has recently taken delivery of two ship-to-shore cranes. Made in China, the pair was transported to the Americas fully assembled aboard the heavy-load carrier ZHEN HUA 34. The recent shipment follows the delivery of two similar units in May last year.

Operated by International Container Terminal Services Inc. (ICTSI), Contecon Manzanillo is currently undergoing an expansion program.

The new cranes are part of Phase 3 of this project, which will also add a 227 m pier extension to Contecon, onto which the new cranes will be placed. Once Phase 3 is in operation, the expanded container terminal will offer 1,400 m of quay with a water depth of 17.00 m and an annual design capacity of 2.00 Mteu.

MSC is currently the largest caller at Contecon Manzanillo, accounting for about 20% of the terminal's traffic. COSCO SHIPPING, ONE, Maersk and Hapag-Lloyd are also clients, contributing around 10% of traffic each.

Contecon, also known as TEC-2, is one of two large container terminals at the Mexican port of Manzanillo.

It sits opposite the SSA-run Manzanillo Terminal de Contenedores with 1,350 m of pier and a design capacity of 2.10 Mteu per year.

In addition to these two, a number of smaller MPP and container facilities operate at the port, such as Hutchison Ports TIMSA and Terminal Maritima Ocupa Manzanillo.

In 2025, Manzanillo handled 3.89 Mteu, a slightly down from 2024.

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