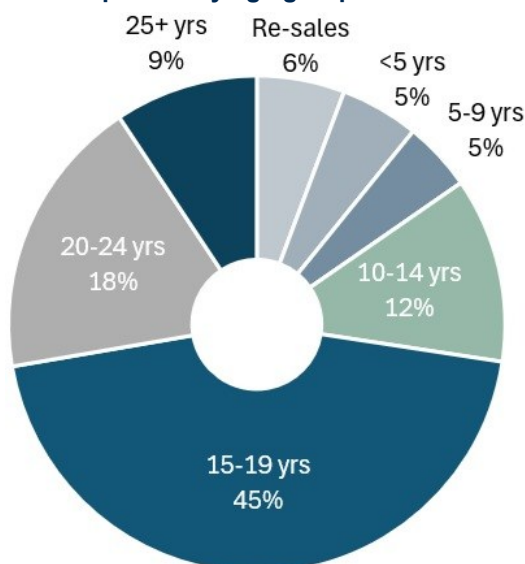




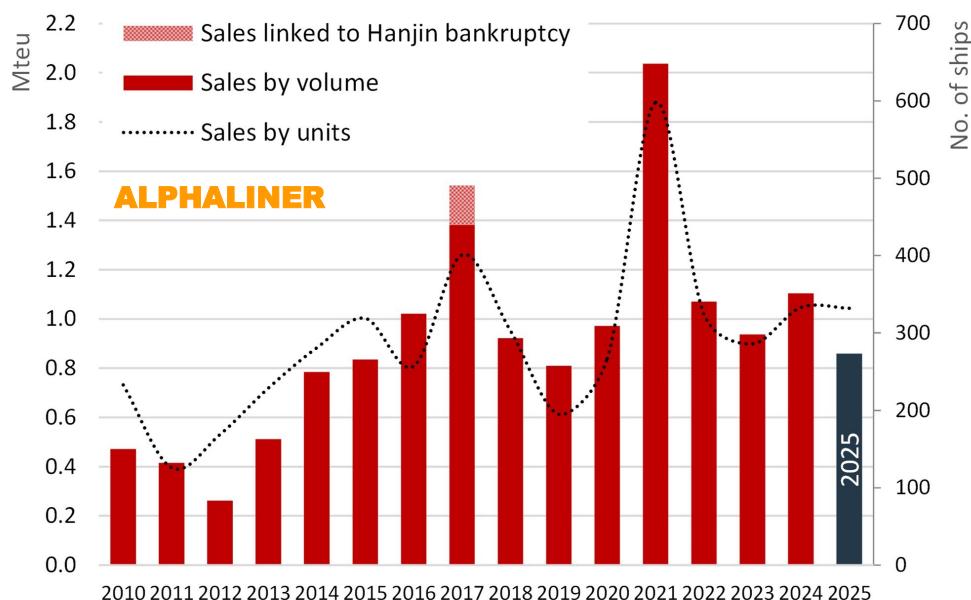
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Chart of the week

Ship sales by age group in 2025



Second-hand containership sales since 2010



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Headwinds fail to derail the S&P market in 2025

Despite the multiple uncertainties the container shipping industry faced in 2025, and the risks of overcapacity for the coming years, the second-hand container sale and purchase market remained vibrant throughout the year with a high demand for tonnage across most segments, firm prices along the way and a limited pool of charter-free ships offered for sale.

Overall, 332 cellular container vessels for a capacity of 859,000 teu were reported sold for further trading, comparing to 333 units for 1.1 M teu changing hands in 2024.

Although globally a good year for sellers, 2025 remained far below the record of 2021 when 598 container vessels for a total of 2 M teu changed ownership.

The most transacted ships were medium-sized units, with 162 vessels of 900 to 2,000 teu changing hands, significantly up the 101 ships sold in 2024. Vessels in the 2,000-5,100 teu sizes were also popular, with 92 ships sold, for a total of 308,000 teu.

In the larger sizes, most of the activity took place between 5,100 and 10,000 teu, with 32 ships sold for a total of 245,000 teu, fewer than the 52 vessels sold in 2024.

Of note, vessels of 8,000-8,900 teu proved particularly popular, with twenty-one units switching ownership. Above 10,000 teu, the activity was low, with only four ships of 13-14,500 teu changing hands versus ten units in 2024.

TITLE STORY

Meanwhile prices remained on a bullish course most of the year, with some notable transactions.

Among these, the 13,312 teu MANZANILLO EXPRESS, built in 2022, was sold for a reported USD 120 M in August.

Further notable sales included two 8,540 teu sisters, the 2010- and 2011-built OOCL BRAZIL and OOCL DURBAN, which were sold for an en-bloc price of USD 155 M in September; the 6,350 teu MARCOS V, built in 2005, changed hands in May for USD 50 M, and the 1,930 teu, 2023-built PANAY was sold in October for USD 36 M.

MSC still by far the main buyer

Once again, the world's largest container operator, MSC, was the most active buyer, adding a further 63 vessels to its own fleet.

Although that was a little less than the 70 vessels purchased in 2024, MSC continued its impressive raid in the market, having now bought a staggering 475 container vessels since its embarked on an unprecedented ship buying campaign in August 2020, in the aftermath of the Covid pandemic.

Notable vessel sales of 2025 (selected ships only)

vessel name	teu	built	buyer	price USD	month
MANZANILLO EXPRESS	13,312	2022	Foroohari	120.0 M	August
NORTHERN JAVELIN	8,814	2009	MSC	75.0 M	March
MARCOS V	6,350	2005	MSC	50.0 M	May
ATLANTICA POWER	4,600	2010	Tsakos	45.0 M	October
BHARANI	3,635	2010	CMA CGM	30.0 M	September
TIGER	2,524	2005	MSC	29.0 M	November
CAPE QUEST	2,202	2017	CMA CGM	35.0 M	May
CUL BANGKOK	1,930	2022	Erasmus	36.0 M	December
ALEXANDER L	1,368	2011	Transmar, Egypt	19.5 M	August
SPIRIT OF CHENNAI	1,162	2019	Norse Shipholding	21.0 M	September

CMA CGM remained the second most active buyer, with 26 vessels purchased, up from 15 units in 2024. The French line continued to target modern, energy-efficient tonnage, among which vessels it already had on charter.

The third busiest buyer was Greece-based Erasmus Corp, a fast-expanding non-operating owner (NOO), which snapped up ten second-hand vessels.

As far as sellers were concerned, the most active were MPC Group, which disposed of 15 ships as the company is investing in newer tonnage, followed by Greece-headquartered Contships Management, which shed 14 vessels as part of a fleet replacement program.

Peter Doehle, SFL Corp, V Ships Hamburg, and Sinokor were also among the busiest sellers. In terms of age profile, the ships sold in 2025 were 16 years old, on average.



above: MPC was busy selling older ships in 2025 as the non-operating owner is forging ahead with a fleet renewal plan.

Here one of MPC's high-reefer vessels, the 2,556 teu AS PETRONIA, is seen on the Scheldt River.

photo: C.H. Mercier

TITLE STORY

right: MSC was again the busiest buyer of container tonnage in 2025 with 63 purchases.

The long list of vessels acquired by the Swiss-Italian carriers included the 4,112 teu MSC VIDISHA R.

Here, the ship is seen inbound for Antwerp on the River Scheldt.

Note that not all ships that carriers buy represent 'net additions' to the respective operator's fleet, since many deals concern tonnage that the carrier who bought the ship already chartered.

photo: C.H. Mercier

NOO tonnage exodus continues

The bloodbath continued with the NOO fleet, with over 170 vessels for a capacity of half a million teu sold to end users in 2025.

The uninterrupted exit of NOO tonnage from the charter market since 2020, with insufficient replacement, especially in the smaller and medium sizes, is not only a major threat for the future of the chartering activity.

Last year's exodus will also impact sale and purchase business volumes going forward, since vessels bought by end users often stay with their owner until the end of their commercial lives and thus generate reduced second-hand activity.

**Market holding its breath with expected return of shipping to Suez**

Like for the charter market, the bullish trajectory of the sale and purchase market could be negatively impacted by a large-scale return of container shipping through the Red Sea-Suez route, expected in 2026.

The overcapacity that risks appearing when carriers start taking again the 'shortcut' could hit asset values, especially for large vessels.

Smaller and medium-sized units, particularly the modern energy-efficient vessels could be less affected, since most of them are deployed on regional services little impacted by the developments on the main east-west routes.

This being said, the specter of overcapacity could prompt a growing number of owners to finally turn to the recycling market for their older and less efficient ships, in case of a market downturn.



above: Netherlands-based conventional reefer specialist Seatrade says it is ready to diversify, and has invested in its compatriot ship owner JR Shipping.

This non-operating ship owner from Harlingen controls a fleet of container and mpp cargo vessels from ca. 300 to 1,450 teu.

Our photos shows JR's 1,436 teu vessel ESSENCE underway at sea.

photo: JR Shipping



Seatrade buys strategic stake in JR Shipping

Dutch reefer specialist Seatrade has taken a strategic participation in Harlingen-based JR Shipping Group, specialists in short-sea container feeder vessels.

Seatrade's stake was not specified by JR, but the Curaçao-based company intends to be a long-term investor and strategic partner, contributing maritime expertise, as well as its international network, investment capacity and access to global finance markets.

JR Shipping Group currently owns 11 fully cellular container feeder ships between 750 and 1,440 teu which are chartered out to a variety of operators including CMA CGM, Hapag-Lloyd, ONE and Unifeeder (two vessels apiece), as well as JSV Logistic and Viasea Shipping (one vessel apiece).

The group is also active in the offshore and short-sea dry cargo sector and is currently building two 8,500 dwt eco dry cargo vessels at Chowgule Shipbuilding in India for 2027/28 delivery.

Seatrade said it had reached a stage where it was ready to diversify and invest in other shipping assets, including JR's three segments, and particularly the 'high-end' feeder vessel market where the Dutch company's ships were complementary to its own newbuilding programme of 1,800 and 2,800 teu specialised reefer-container.

JR is developing a range of ECO Flex Feeder designs in the 1,000–1,500 teu segment for the European feeder market.

JR Shipping Group will continue to operate as an independent and autonomous organisation with its own management, structure and identity. Co-founders and joint managing directors Jan Reier Arends and Sander Schakelaar will continue as shareholders of JR Shipping Group, and executive managers.

Managing director Jan Reier Arends commented that the group had "recognised that the next phase of development would require additional strength and scale". The partnership would pave the way for more growth, as well as the development of new ship concepts.

Seatrade is a leader in the specialised refrigerated shipping market, controlling more than 70 vessels, including six fully cellular 1,781 teu reefer-container vessels.

Its orderbook includes six 1,781 teu methanol-ready vessels for delivery from October 2026 to April 2028 at China's Huang Hai Shipyard. The same builder is also constructing a further two 2,800 teu vessels for handover in 2028. Seatrade has options on a further six vessels of the same size.

CORPORATE


**OOCL Operational Result 4Q 2025:
Volumes (teu) and Revenue (USD)**

Teu	4Q25	4Q24	%
Transpacific	528,394	551,734	-4.2%
Asia/Europe	367,728	363,125	1.3%
Transatlantic	130,231	119,733	8.8%
Intra-Asia/Aus	974,653	951,398	2.4%
TOTAL	2,001,006	1,985,990	0.8%

USD '000	4Q25	4Q24	%
Transpacific	726,967	967,460	-24.9%
Asia/Europe	417,949	553,776	-24.5%
Transatlantic	163,870	163,684	0.1%
Intra-Asia/Aus	772,461	828,907	-6.8%
TOTAL	2,081,247	2,513,827	-17.2%

OOCL revenue falls 11% in 2025

COSCO Group subsidiary OOCL reported total revenue of USD 8.8 bn for 2025, a drop of 11% on the previous year, despite enjoying a strong first half to the year.

In an early indication of carrier fortunes, OOCL showed an increase in liftings of 3.7% to 7.9 Mteu, boosted mainly by higher Transatlantic and intra-Asia activity. Transpacific volumes were flat year-on-year.

During the year, OOCL's loadable capacity increased by 6.1%. However, the overall load factor was 1.9% lower than 2024. Meanwhile, the carrier's average rate fell by nearly 14%, to USD 1,115 per teu from USD 1,292 per teu in 2024.

Despite an uptick in rates at the end of the year, the Singapore-based carrier also saw revenues fall in the final three months of 2025, dropping 8% quarter-on-quarter and 17% year-on-year.

Carriers may finish the year relatively satisfied however, given expectations in January of a possible return to the Red Sea as early as the second quarter, just as deliveries started to ramp up.

Hapag-Lloyd takes full ownership of Florida's FIT

Hapag-Lloyd's port and infrastructure arm Hanseatic Global Terminals will become the sole owner of Port Everglades terminal operator Florida International Terminal (FIT) after buying out minority partner, AGUNSA USA, a subsidiary of Chile's Grupo Empresas Navieras (GEN).

In the latest port expansion by a container carrier, Hanseatic Global Terminals will purchase the 30% share of FIT's capital that it did not already own in order to take full control.

FIT operates the Southport Terminal at Florida's Port Everglades, catering over an area of 46 acres for both container and general cargo shipments.

The company was founded in 2004 by AGUNSA, part of the Chilean GEN group which included container line CCNI, and SAAM Terminals. Hapag-Lloyd took over SAAM's participation in 2022 with the purchase of 100% of the shares of SAAM Ports and SAAM Logistics.

In June 2024, FIT successfully renewed its lease agreement at Southport for another 10 years until 2035.

Meanwhile, the wider Port Everglades posted record container volumes in fiscal 2025 (1 October 2024 to 30 September 2025) reaching 1,167,552 teu.

This was an increase of 7.4% on the previous year, as the port benefited from greater capacity and growing trade with the Caribbean and Latin America.

US quits 66 international agencies but stays in IMO

President Trump said last week he would withdraw the United States from 66 international agencies, including 31 United Nations entities and 35 non-government organisations.

Three principal shipping- or ocean-related bodies will be impacted, most notably the United Nations Conference on Trade and Development (UNCTAD), which is designed to help developing countries benefit from the global economy through data and analysis, consensus-building and technical assistance.

The move is part of a wider isolationist trend in the US, which is expected to weaken international rule setting in trade and development. The US departure should not, however, impact the organisation's ability to produce trade analysis and data, though it will slightly reduce the organisation's budget.

The US also signalled its intention to leave the Regional Cooperation

CORPORATE

Manila's MICT tops 3 Mteu

Manila International Container Terminal (MICT), the Philippines' largest container gateway, reported it had achieved 3 Mteu in throughput for 2025, the first time it has reached that level in a calendar year.

The figure was reached on December 22 with the call of Evergreen's 2,886 teu EVER BLISS.

MICT handles around 70% of the Philippines' container capacity, and is the flagship facility of port group ICTSI.

Construction is now underway on the terminal's eighth berth, which includes a 300-meter quay and a combined quay and yard development covering 12 hectares. Some 6.5 hectares of this amount is already operational.

MICT's Berth 8 will be able to accommodate container vessels up to 18,000 teu. Three quay cranes are scheduled for delivery in 2027.

Once completed, Berth 8 will take MICT's annual handling capacity up to a planned 3.5 Mteu.

Agreement on Combatting Piracy and Armed Robbery against Ships in Asia (RECAAP), formed in 2004 to enhance government-to-government cooperation against piracy and armed robbery at sea in Asia. The US will also quit UN Oceans, intended to enhance cooperation within the agency relating to oceans and coastal areas.

The Trump administration said it had found the 66 institutions "redundant in their scope, mismanaged, unnecessary, wasteful, poorly run, captured by the interests of actors advancing their own agendas contrary to our own, or a threat to our nation's sovereignty, freedoms, and general prosperity."

A notable omission from the list, however, was the United Nations-sponsored International Maritime Organisation (IMO), some of whose climate policies had come under fire from the Trump administration last year.

The US effectively torpedoed the adoption of the Net-Zero decarbonization framework in October last year after threatening to retaliate against countries that supported it, saying it would not tolerate any action that increased costs for US citizens, energy providers, shipping companies and their customers. A vote on the framework has been deferred until October 2026.

Suez traffic still down 60% 100 days after last attack

With more than 100 days since the last attack on a vessel in the Gulf of Aden, traffic through the Suez Canal has yet to show significant regrowth.

According to shipping organisation BIMCO, shipping volumes through the Suez Canal remained 60% below the same period in 2023 in the first week of this year, underlining that carriers have yet to return to the route despite the absence of attacks and the subsequent signing of a ceasefire.

Container shipping has seen the greatest decline among the major ship segments, and the last quarter of 2025 recorded an 86% drop in box transits versus the same period in 2023.

The Dutch-flagged cargo ship MINERVAGRACHT was the last vessel to be attacked by Houthi rebels on 29 September 2025. Since then, number three carrier CMA CGM has indicated its MEDEX and INDAMEX services will resume Suez transits from this month. Meanwhile number two carrier Maersk sent its 7,250 teu MAERSK SEBAROK through the canal on 19 December, though the Danish carrier said it would take a 'stepwise' approach to returning.

BIMCO estimates a full return to the Red Sea route could cut container demand by some 10%.

LINER SERVICES

CMA CGM : 'Amerigo', COSCO : 'MENA', OOCL : 'WMA', ONE : 'AT4'

West Med – East Coast of North America

Vessels Deployed

8 x 5,450 – 8,060 teu (two missing)

Port Rotation

La Spezia, Genoa, Vado Ligure, Fos, Valencia, Algeciras, Halifax, Newark (New York), Norfolk, Savannah, Miami, Algeciras, La Spezia

COSCO / OOCL / ONE : 'EMA', CMA CGM : 'TUX'
East Med – US East Coast

Vessels Deployed

7 x 3,160 – 4,800 teu

Port Rotation

Iskenderun, Nemrut Bay, Ambarli (Istanbul), Piraeus, Salerno, Newark, Norfolk, Savannah, Iskenderun

CMA CGM, ONE and COSCO SHIPPING reshuffle Med calls on Transatlantic services

CMA CGM, ONE and the two Chinese sister carriers COSCO SHIPPING Line and OOCL will next month add Fos to the rotation of a joint West Med – East Coast of North America loop.

This will go at the expense of the Salerno call, which is however shifted to an East Med – USEC loop jointly operated by the same carriers.

The French port of Fos will become part of the rotation of the joint Med – ECNA service operated by the VSA partners CMA CGM ('Amerigo'), COSCO SHIPPING Lines ('MENA'), OOCL ('WMA') and ONE ('AT4') with a first call of the 8,063 teu OOCL EUROPE on 17 February.

The service will continue to turn in eight weeks serving La Spezia, Genoa, Vado Ligure, Fos, Valencia, Algeciras, Halifax, Newark (New York), Norfolk, Savannah, Miami, Algeciras, La Spezia.

Currently, six 5,450 – 8,060 teu vessels are deployed by CMA CGM (3), COSCO (1), OOCL (1) and ONE (1). Yang Ming is slotting on the loop under its 'AL6' brand.

The new French call goes at the expense of Salerno, which will be added to the rotation of a joint East Med – USEC loop branded as 'East Mediterranean America' service ('EMA') by COSCO, OOCL and ONE and as 'Turkey US Express' ('TUX') by CMA CGM.

Salerno will in fact become the last loading port in the Med as pro forma calls at Vado Ligure and La Spezia are currently being skipped with forward schedules not showing a return. Of note, both Italian ports still have a USEC connection via the 'Amerigo / MENA / WMA / AT4' loop.

The 'EMA / TUX' service will continue to turn in seven weeks with 3,160 – 4,800 teu vessels calling at Iskenderun, Nemrut Bay, Ambarli (Istanbul), Piraeus, Salerno, Newark, Norfolk, Savannah, Iskenderun. A first Salerno call for this Transatlantic loop is scheduled on 2 February with the 4,308 teu CMA CGM LAPIS.

CMA CGM adds Saudi Arabia on Ocean Alliance's Europe - Far East 'FAL1' service

Shortly after formalising its return to the Suez Canal, CMA CGM is adding the port of Jeddah on the eastbound leg of the Europe - Far East 'FAL1' service it operates within the Ocean Alliance.

Alphaliner reported in late November that the 17,292 teu APL MERLION would be the first vessel on the 'FAL1' to adopt the revised rotation, which proceeds trans-Suez on the backhaul leg to Asia.

LINER SERVICES

Ocean Alliance: 'NEU4' (CMA CGM, Evergreen : 'FAL1', COSCO: 'AEU2', OOCL 'LL4'

North-Europe - Far East

Vessels Deployed

14 x 17,200 - 20,900 teu

Port Rotation

Ningbo, Shanghai, Yantian, Singapore, Tanger Med, Southampton, Dunkirk, Gdansk, Goteborg, Le Havre, Southampton, Jeddah, Port Kelang, Ningbo

COSCO : 'JTV'

Japan - China - Thailand - Vietnam

Vessels Deployed

4 x 2,600 - 2,900 teu

Port Rotation

Osaka, Nagoya, Tokyo, Yokohama, Nansha, Laem Chabang (Sri Racha), Ho Chi Minh City, Yangpu, Shekou, Osaka

On 8 January, the ship also became the first on the service to make the newly added call at the Red Sea port.

The Ocean Alliance 'NEU4' loop now calls weekly at Ningbo, Shanghai, Yantian, Singapore, Tanger Med, Southampton, Dunkirk, Gdansk, Goteborg, Le Havre, Southampton, Jeddah, Port Kelang and Ningbo.

Backhaul transit via the waterway allows the carrier to save one week's sailing time compared to the journey around Africa.

The service thus now completes its rotation in 14 weeks using 14 ships of 17,200 - 20,900 teu.

Jeddah is experiencing a significant rise in traffic as the French carrier now serves the port on every mainline service it has re-routed to the Red Sea.

COSCO SHIPPING swaps Kansai call on Japan-Thailand-Vietnam 'JTV' service

Following last month's adjustment of COSCO SHIPPING Lines' Japan-China-Northern Vietnam 'JCV' service, the Chinese carrier is set to swap the Kansai port on its Japan-China-Thailand-Southern Vietnam 'JTV' service later this month.

As part of the recent changes to the 'JCV', COSCO has added Kobe, at the expense of Moji, to the loop's rotation.

For the 'JTV' service, the operator has now decided to replace Kobe with Osaka. Additionally, the loop has included a call at Quanzhou in the rotation since late December.

As from the sailing of the 1,704 teu INSIGHT on 20 January ex Osaka, the revised 'JTV' will serve: Osaka, Nagoya, Tokyo, Yokohama, Nansha, Laem Chabang (Sri Racha), Ho Chi Minh City, Yangpu, Shekou, Osaka. The loop will continue to turn in four weeks with four 2,600 - 2,900 teu vessels.

Together, the updated 'JCV' and 'JTV' loops, provide COSCO with twice weekly sailings between Japan and Yangpu.

Currently, COSCO also offers weekly sailings between the Kansai region in Japan, Thailand, and Southern Vietnam with its 'CTJ' service.

This is provided through slots on sister company OOCL's 'KTX2', which links Japan, South China, Thailand, and Southern Vietnam.

LINER SERVICES

CNC : 'JTX'
Japan - China - Cambodia - Thailand
Vessels Deployed

4 x 1,700 - 1,800 teu

Port Rotation

Tokyo, Yokohama, Nagoya, Shekou, Nansha, Sihanoukville, Laem Chabang, Yantian, Shekou Tokyo

SITC : 'CBX2'
South Korea - China – Vietnam - Malaysia - Bangladesh - Myanmar
Vessels Deployed

6 x 1,700 - 2,700 teu

Port Rotation

Incheon, Tianjin, Qingdao, Shanghai, Ho Chi Minh City, Port Kelang (North), Chittagong, Yangon, Port Kelang (North), Ho Chi Minh City, Xiamen, Incheon

CNC revamps Japan – China – Thailand 'JTX' service

CNC, the intra-Asia arm of CMA CGM Group, late last month revised its Japan – South China – Thailand 'JTX' service, expanding the loop to Cambodia while streamlining the Japanese leg.

Under the revised configuration, the 'JTX' has withdrawn from Japan's Kansai region with the removal of Kobe and Osaka, while the Hong Kong call has also been dropped. In exchange, CNC has introduced Sihanoukville, marking the service's entry into Cambodia, and added an additional South China call at Yantian.

Concurrently, TS Lines has reverted back as a slot partner with its only ship, the 1,909 teu TS NAGOYA having left the service on 12 December at Tokyo.

In May last year, TS Lines and CNC entered into a vessel sharing agreement (VSA) on this loop, under which TS Lines deployed one vessel, and CNC operated the other three ships. Prior to this VSA, TS Lines had already maintained a long-standing slot participation on the service.

The revised 'JTX' will now focus on connecting Japan, South China, Cambodia and Thailand with four ships of 1,700 – 1,800 teu calling at Tokyo, Yokohama, Nagoya, Shekou, Nansha, Sihanoukville, Laem Chabang, Yantian, Shekou Tokyo on a weekly basis.

A first call at Sihanoukville was performed by the 1,725 teu SHUN LONG on 27 December, which also kicked off the full revised rotation with its departure from Tokyo on 31 December.

SITC reorganises China – Southeast Asia 'CBX2' loop

Shandong International Transportation Corporation (SITC) will this week reorganise its China – Bangladesh – Malaysia – Vietnam 'CBX2' service. CNC, the intra-Asia arm of CMA CGM Group, participates as a slot partner and markets the loop as 'BBX6'.

Under the revised rotation, SITC will reinstate several calls that were previously omitted from the rotation. These include Tianjin, Yangon and a northbound call at Ho Chi Minh City.

The revised 'CBX2' will turn in six weeks (one week up) with six 1,700 - 2,700 teu vessels linking Incheon*, Tianjin*, Qingdao, Shanghai, Ho Chi Minh City, Port Kelang (North)*, Chittagong, Yangon*, Port Kelang (North), Ho Chi Minh City*, Xiamen, Incheon (*CNC does not participate at these ports).

The 2,698 teu SITC SHENGMING is the first ship to follow this updated rotation of the 'CBX2' when it sails from Incheon today.

LINER SERVICES

**Wan Hai, Interasia Lines : 'TVS'
Taiwan – Vietnam – Malaysia – China****Vessels Deployed**

3 x 1,800 – 2,000 teu

Port RotationTaipei, Taichung, Ho Chi Minh City (Cat Lai),
Port Kelang, Penang, Port Kelang (North), Hong
Kong, Kaohsiung, Taipei**Wan Hai, Interasia Lines : 'NS5'
Japan – South Korea – China - Vietnam – Straits****Vessels Deployed**

4 x 3,000 teu

Port RotationTokyo, Yokohama, Chiba, Busan, Xiamen, Chi-
wan, Nansha, Port Kelang (North), Singapore,
Ho Chi Minh City, Shekou, Tokyo**Wan Hai : 'JTS'
Japan – Taiwan – China - Straits****Vessels Deployed**

4 x 3,000 teu

Port RotationTokyo, Yokohama, Nagoya, Shimizu, Taipei,
Kaohsiung, Hong Kong, Nansha, Singapore,
Port Kelang (North), Shekou, Taichung, Taipei,

Additionally, the regional Chinese carrier still offers its first Bangladesh service, the 'CBX', which was introduced in August 2020 in partnership with CNC. However, since 2023, SITC has ceased deploying its own tonnage on this loop and continued as a co-loader.

Wan Hai and Interasia Lines organise Taiwan – Vietnam – Malaysia – South China loop

Wan Hai and Interasia Lines (IAL) earlier this month introduced a new 'TVS' service, covering Taiwan, Vietnam, Malaysia and South China.

The introduction of this new service follows the removal of Taiwan from their existing Japan (Kanto) – Taiwan – Vietnam – Malaysia 'NS5' service. As part of this reorganisation, the partners have extended the 'NS5' loop to South Korea and Singapore, as well as enhanced its South China coverage.

Concurrently, Wan Hai and IAL are upsizing the 'NS5' fleet from the current 2,000 teu scale to around 3,000 teu. The updated 'NS5' dropped calls at Taipei, Taichung, Penang and Ho Chi Minh City (southbound) as they will be covered by the new 'TVS'.

Furthermore, the partners added Busan, Xiamen, Shekou, Chiwan, and Singapore to the rotation of 'NS5'. These additions come at the expense of Kawasaki and Hong Kong.

Meanwhile, the revamped 'NS5' also took in Chiba from Wan Hai operated 'JTS', on which IAL also co-loads. The revised 'JTS', which links Japan (Kanto), Taiwan, Singapore and Malaysia, is also adding a southbound Taipei call while removing Yokkaichi, Keelung and southbound Hong Kong calls.

Details of the affected services are as follows:

- ▶ The new 'TVS' turns in three weeks with three 1,800 – 2,000 teu vessels calling at Taipei, Taichung, Ho Chi Minh City (Cat Lai), Port Kelang (North), Penang, Port Kelang (North), Hong Kong, Kaohsiung, Taipei. The 2,038 teu WAN HAI 291 performed the maiden voyage when it sailed from Taipei on 2 January.
- ▶ The updated 'NS5' now covers Tokyo, Yokohama, Chiba, Busan, Xiamen, Chiwan, Nansha, Port Kelang (North), Singapore, Ho Chi Minh City, Shekou, Tokyo with four 3,000 teu ships.
- ▶ The revised 'JTS' is set to link Tokyo, Yokohama, Nagoya, Shimizu, Taipei, Kaohsiung, Hong Kong, Nansha, Singapore, Port Kelang (North), Shekou, Taichung, Taipei, Tokyo. The loop continues to turn in four weeks with four 3,000 teu vessels. The 3,013 teu WAN HAI 357 will be the first ship following the updated rotation on 27 January ex-Tokyo.

LINER SERVICES

OOCL : 'CIN'
Singapore - Malaysia - Bangladesh

Vessels Deployed

Slots on HR Lines

Port Rotation

Chittagong, Singapore, Port Kelang, Chittagong

MSC : 'Kerala Shuttle'
Sri Lanka - India

Vessels Deployed

1 x 1,100 teu

Port Rotation

Colombo, Cochin, Mangalore, Vizhinjam, Colombo

OOCL enhances Straits - Chittagong offers

OOCL will further enhance its Straits – Chittagong offerings by taking slots on the existing 'BES' service, operated by Bangladeshi feeder operator HR Lines, starting this upcoming weekend.

The Hong Kong-headquartered carrier will market its slot participation under the 'CIN' brand, a designation it uses for several of its Straits – Chittagong strings.

Currently, OOCL operates one of these strings directly and co-loads on other carriers' vessels using the same service branding.

In addition to the 'CIN', OOCL offers the 'CIN4' service through a slot arrangement on Straits Orient Lines' (SOL) 'CGX' loop, which also links the Straits and Chittagong.

HR Lines' 'BES' service connects Chittagong, Singapore, Port Kelang, Chittagong. The service typically deploys a fleet of two vessels of approximately 1,500 TEU.

OOCL is scheduled to begin its participation with the sailing of the HR SARERA on 10 January from Singapore.

MSC expands Indian coastal 'Kerala shuttle' service to Colombo

MSC has recently expanded its Indian coastal 'Kerala Shuttle' into a regional service with the addition of the Sri Lankan hub of Colombo to the loop. Concurrently, the Geneva-based carrier has withdrawn the Tuticorin call from the rotation.

Under the revised configuration, the 'Kerala Shuttle' turns weekly, calling at Colombo, Cochin, Mangalore, Vizhinjam, Colombo.

The service is currently operated by the 1,121 teu MSC KANU F, which made its first call at Colombo on 1 January as part of its maiden voyage on the loop. The last call at Tuticorin was performed by the 2,764 teu MSC PATNAREE II on 16 December.

The MSC KANU is scheduled to be replaced after two sailings by the 1,740 teu MSC MAKOTO II, which is set to take over the service with its departure from Colombo on 21 January.

With the inclusion of Colombo, the 'Kerala Shuttle' now complements MSC's broader network of services linking Southern India with the Sri Lankan hub.

In fact, later this month, MSC will also extend its East Africa 'Jua Express' loop to Sri Lanka.

LINER SERVICES

MSC : 'Jua Express'
Sri Lanka - Somalia - Tanzania
Vessels Deployed

2 x 1,700 - 2,200 teu

Port Rotation

Colombo, Hambantota, Mogadishu, Zanzibar City, Colombo

**fortnightly sailings*
Unimed (UFS), Maersk: Egypt-Romania service
East Med - Black Sea
Vessels Deployed

2 x 2,350 - 2,500 teu

Port Rotation

Port Said, Constanta, Port Said

MSC extends East Africa 'Jua Express' loop to Sri Lanka

MSC this month will extend its Kenya – Somalia 'Jua Express' service to Sri Lanka with the introduction of Colombo and Hambantota calls. Concurrently, the Geneva-based carrier will reinstate its call at Zanzibar City (Tanzania), while withdrawing from Mombasa in Kenya.

To accommodate this expansion, MSC will increase the turnaround time of 'Jua Express' from one to four weeks. With two vessels of 1,700 - 2,200 teu, the loop will operate on a fortnightly basis, connecting Colombo, Hambantota, Mogadishu, Zanzibar City, Colombo.

The 1,704 teu MSC SILVER II is scheduled to make the loop's inaugural call at Colombo on 21 January.

Currently, the extended 'Jua Express' stands as MSC's only regular loop covering Mogadishu and Zanzibar City, with the Sri Lankan ports now serving as the primary transit hubs for these markets.

Earlier this month, the Geneva-based carrier has expanded its Indian coastal 'Kerala shuttle' loop to Colombo.

Unimed joins Maersk on Egypt - Romania service

Unimed Feeder Services (UFS – Intra-Med affiliate of Unifeeder) will next week join Maersk as vessel provider in an East Med – Black Sea loop linking Egypt with Romania.

The carrier will add the 2,824 teu ANNIE B to the loop which becomes the largest ship Unimed will operate in its intra-Mediterranean network.

Maersk launched this Egypt – Romania link in early 2025 and used to operate the shuttle with 2 x 2,350 – 2,500 teu units offering weekly departures between Port Said and Constanta.

Unimed's ANNIE B will replace the 2,350 teu Maersk operated MAX SCHULTE and is scheduled to join the loop on 13 January ex Port Said.

Unimed's ANNIE B features a deadweight of 39,383 tons, a length of 222.20 m and a beam of 30 m. She is of gearless design and is fitted with 554 reefer plugs.

NCL to introduce dedicated Northwest Continent – Oslofjord shuttle

Norway-based North Sea Container Line (NCL) will next month launch a new Oslofjord service, connecting Northwest Continent with Norway.

LINER SERVICES

NCL: NWC-Oslofjord service
Northwest Continent - Scandinavia**Vessels Deployed**

1 x 1,025 teu

Port Rotation

Bremerhaven, Rotterdam, Oslo, Brevik, Bremerhaven

NCL will operate this new loop with one single ship, the 1,025 teu TUNADAL which is scheduled to kick off the service on 1 February from Bremerhaven.

The new Oslofjord service will carry a mix of feeder volumes and intra-regional cargoes and will offer weekly sailings between Bremerhaven, Rotterdam, Oslo, Brevik, and Bremerhaven.

This new shuttle will add to NCL's other set of services linking Northwest Continent main ports with ports on the Norwegian West Coast. NCL operates these loops with three ships of 600 - 1,300 teu.

In mid-2026, NCL plans to operate the Oslofjord shuttle with the 1,400 teu 'zero-carbon' unit YARA EYDE, which is currently under construction in Asia.

With the YARA EYDE, North Sea Container Line will diversify its carbon reduction strategy.

In 2022, the company already committed to 15-year charters of two purpose-built geared 1,300 teu ships with methanol dual fuel propulsion.

The ships were ordered by MPCC and they were delivered as NCL VESTLAND and NCL NORDLAND in January and April of 2025.

CMA CGM adjusts rotation of Northwest Continent - Sweden 'HLX' service

CMA CGM will this week revise the rotation of its weekly Northwest Continent - Sweden 'Helsingborg Express', dubbed 'HLX'.

The French carrier will add new calls at Hamburg and Dunkirk, at the expense of Antwerp.

This will increase the round voyage time from the current seven days to 14.

To maintain weekly sailings, CMA CGM will add a second ship to the service, the 889 teu ELBTEAM, which is scheduled to join the line on 27 January at Dunkirk.

CMA CGM's 907 teu LINDA will be the first vessel to follow the updated 'HLX' rotation when it sails from Tilbury on 17 January with further calls at Dunkirk, Hamburg, Helsingborg, Tilbury.

CMA CGM introduced the 'HLX' in 2024 when it revised its North European coverage of Helsingborg.

CMA CGM: 'HLX'
Northwest Continent - Scandinavia**Vessels Deployed**

2 x 900 teu

Port Rotation

Tilbury, Dunkirk, Hamburg, Helsingborg, Tilbury

VESSELS

Containership Deliveries in January

Vessel Name	teu	Operator
ECO GHIBLI	1,250	X-Press

GWS delivers the ECO GHIBLI (1,250 teu, MDF)

Guangzhou Wenchong Shipyard (GWS) on 15 January handed over the container vessel ECO GHIBLI. This 1,250 teu methanol-dual fuel ship is the fifth of six SDARI-designed sisters with typical 'Eurofeeder' specs that the CSSC Group yard will build for Sea Consortium until mid-2026.

GWS will later this year deliver another four ships of this type to the German owners Elbdeich Reederei. This quartet will then join charters with Unifeeder, which is soon to be renamed DP World Shipping Solutions.

right: The new ECO GHIBLI is a sister vessel of the earlier ECO SIROCCO, seen here upon departure from Guangzhou Wenchong Shipyard.

X-Press Feeders is scheduled to receive a total of 14 ships of these two classes, including six Chinese SDARI designs and eight German Technolog designs.

For X-Press, the ships can be used interchangeably, since the two types have very similar general layouts and capacities, and both are methanol-enabled.

The most visible difference is the 'knuckle line' or 'ironed crease' on the Technolog vessels' bow.

In addition to this, the German-designed...

6 x SDARI Design for X-Press



8 x Technolog Design for X-Press



...vessels also come with a raised sill around the open hold section in the hull's center. The SDARI design does not have this.

Last, but not least, the Technolog ships are equipped with a free-fall lifeboat that was placed at the stern, whereas SDARI has placed conventionally-lowered lifeboats on both sides of the accommodation block.

X-Press will use these 14 ships primarily in Europe, but also in Latin / Central America and the Caribbean.

photo above: China Shipbuilding and Trading

photo left: Jens Dohrn, Wikimedia Commons
https://commons.wikimedia.org/wiki/File:Eco_Ponente_2025-11-07_1_JDohrn.JPG/2

Ships one to six of the SDARI type were ordered in June 2023 through X-Press Feeders' sister company Eastaway.

The ships from GWS add to eight Technolog-designed 1,170 teu vessels with similar specifications that China's New Dayang and Ningbo Xinle shipyards delivered to X-Press in 2024 and 2025.

VESSELS

right: The LNG-powered 'maxi neo-panamax' container ship CMA CGM TENERE at the outfitting pier of COSCO Zhoushan Shipyard in China.

In the picture, the 14,806 teu ship has almost completed its 5-year class drydock, and tank cooling with liquid nitrogen is underway.

Note the tanker truck that is connected to the ships bunker station.

photo: COSCO HI

The ECO GHIBLI is 147.00 m long and 27.20 m wide and she has a layout with an all-forward bridge and an open-top hold.

The ship is powered by an MAN B&W 5S 50ME-C9-LGIM-coEGR series main engine that delivers some 6,650 kW. Up to 340 reefer containers can be carried.

Two of X-Press' new 1,250 teu sisters are deployed within Latin America, while another two are currently positioning to Europe: one via the Cape of Good Hope, and one via the Panama Canal. Of the very similar 1,170 teu vessels, two are in Latin America, while six operate within northern Europe.

First-ever LNG mainliner goes through five-year drydock

The world's first-ever LNG dual-fuel mainline container ship, the 14,806 teu CMA CGM TENERE of Eastern Pacific Shipping (EPS), last week completed its first-ever class dry docking at COSCO Zhoushan Shipyard.



Delivered in September 2020 by Korea's Hyundai Samho Heavy Industries, the 'maxi neo-panamax' vessel came on stream as EPS' MORECAMBE BAY, and she joined CMA CGM under a 15-year long-term charter. The ship flies the Malta flag, and her classification society is DNV.

In addition to the usual overhaul tasks that are carried out for every container vessel during a class dry docking, COSCO Zhoushan also carried out tasks specific to LNG vessels.

This included maintenance welding on the 9% nickel steel alloys and on the stainless steel inside the ship's LNG fuel tank. The CMA CGM TENERE is equipped with an 18,600 cubic meter membrane-type LNG containment system of the GTT Mk-III design. Radiographic X-ray

VESSELS

right: While the CMA CGM TENERE was the world's first-ever LNG dual fuel mainline container vessel, she was not the first big gas-powered container ship to complete a five-year class drydocking cycle.

In the second half of last year, CMA CGM already started to send its 'Jacques Saadé' class MARIC-designed 'megamax-24' vessels to their first major overhauls.

Here, the French Line also opted for some additional upgrades and it decided to have the ships fitted with big wind deflectors at the bow.

illustration: Alphaliner

testing was used to survey welds on the tank, the fuel gas supply pipelines, and other engine room and tank system components.

COSCO Zhoushan Shipyard also carried out the first on-site de-fuelling and re-fuelling cycle, which included tank pre-cooling with the help of liquid nitrogen.

Unlike with many other large mainline container ships, the first class dry docking was not used to carry out any changes to the ship's 'general arrangement' such as raising and strengthening lashing bridges (which are rather modestly sized at two tiers without Mickey Mouse Ears on the CMA CGM TENERE series), or installing a bow wind deflector.



The ship was also not retrofitted with a scrubber, something increasingly common on gas- and methanol-powered tonnage, which highlights that CMA CGM apparently plans to run the ship on LNG for the most part.

The CMA CGM TENERE was last employed on CMA CGM's 'M2X' Far East - Mexico service and she then joined the shipyard in Zhoushan on 22 November.

Maintenance works and testing were completed on 8 January, and the ship set sail 'for orders' to wait at anchor in the Hangzhou Bay.

On 15 January, the vessel is scheduled to re-join revenue service with a deployment on the Asia - Caribbean loop that CMA CGM ('PEX2') and COSCO ('CAX1') jointly operate with a fleet of twelve ships from 9,000 to 15,000 teu, plus the smaller 6,000 teu class CMA CGM BAIKAL, which the CMA CGM TENERE is going to replace.

The CMA CGM BAIKAL will then move on to the Europe - Central America trade and join her sister CMA CGM DOLOMTES on the 'PCRFXL' service.

COSCO orders twelve LNG-powered 18,000 teu ships...

COSCO SHIPPING Holdings at the start of this week formally disclosed orders for twelve 18,000 teu LNG dual-fuel vessels that the company placed with CSSC's Jiangnan (Group) Shipyard.

VESSELS



Chipolbrok orders 60,800 dwt mpp heavy-lift sextet from Kouan



The MPP tramp and semi-liner operator Chipolbrok, has signed orders for six new-generation 60,800 dwt multipurpose heavy-lift vessels with options for an additional four vessels.

China's Taizhou Kouan Shipbuilding will build the ships and the first unit is scheduled for delivery in November 2027.

Designed for maximum operational flexibility, the new vessels will feature three 200-ton cranes (up to 400 tons in tandem), a large, unobstructed deck area, four holds with tween decks, and a forward accommodation.

According to a filing to the Shanghai Stock Exchange, the carrier group agreed to pay just under RMB 1.4 bn for each of the ships, about USD 200.75 M at the current exchange rate. All twelve sister ships are scheduled for delivery in 2028 and 2029.

The step marks COSCO Shipping's first move into LNG as a second alternative fuel option. So far, both COSCO and its sister company OOCL only bet on methanol in addition to conventionally fueled tonnage.

Alphaliner believes that COSCO has ordered the 'Jiangnan KUN 18000 LNG' design, which the shipyard developed in-house. Jiangnan already has twelve of these ships on order from COSCO's OCEAN Alliance partner CMA CGM. These are also scheduled for delivery in 2028 and 2029.

The French Line ordered these ships in March of 2025 for a reported price of USD 208 M per unit. The French and the Chinese vessels may however come with different specs such as reefers.

Jiangnan's compact design is 366.00 m long and about 56.00 m wide. Other technical details, such as engine choice and LNG tank system have yet to be disclosed.

COSCO Group (including OOCL) is the world's fourth largest container line after MSC, Maersk, and CMA CGM. It has a fleet of 550 ships and 3.59 Mteu. Before this week's orders, the carrier had 106 vessels and 1.38 Mteu on order.

...and six vessels of 3,000 teu

In addition to the twelve 18,000 teu LNG ships from Jiangnan, COSCO Shipping has also signed up for a new series of six conventionally-powered 3,000 teu vessels from its sister company COSCO Zhoushan Shipyard.

In a filing to the Shanghai Stock Exchange, COSCO said that it would pay just under RMB 330 M for each of the ships, about USD 47.30 M at the current exchange rate.

The six sister ships are scheduled for delivery from mid-2028 to the end of that year.

COSCO Zhoushan is a combined newbuilding and repair yard, where-by newbuilding focuses on small and mid-sized tonnage.

Among other ships, the yard has built two series of MARIC designed vessels for Maersk (3,596 teu, 2018-2019, known as the 'Vistula Maersk' or 'Winterpalace' type) and CMA CGM (3,504 teu, 2019, known as the 'NEO PCRF' class).

Asian liner mulls 13,000 teu orders in China and Korea

Despite an industry-wide record order book for container vessels, carriers still appear hungry for additional tonnage.

Brokerage sources this week claim that an ocean carrier was in advanced talks with both Chinese and Korean yards for an undisclosed number of mainline container ships.

An unnamed Asian shipping line is reportedly looking to order ships of about 13,000 teu, likely of 'neo-panamax' design with LNG dual-fuel propulsion.

Some sources claim that the carrier had already signed a Letter of Intent with the yards, but this remains to be confirmed. The 'fact' that the orders are to be split between two suppliers suggests that the total number of ships will likely be at least eight, since such a deal would not make much sense for two or three vessels.

As far as the carrier's identity is concerned, COSCO and OOCL seem unlikely, since the carriers would probably not choose LNG and also place all orders in China.

Evergreen frequently splits orders between Japanese, Chinese, and Korean yards and would be a fit if it were not for the fact that the Taiwanese carrier only recently ordered 17 ships of this size class from Samsung (7) and GSI (7).

HMM would likely try and support Korean yards, and the carrier has never split a series between China and Korea, so it is probably not behind this deal.

Alphaliner believes that Pacific International Lines (PIL) and Ocean Network Express (ONE) are the most likely candidates.

PIL's 23-ship order book already comprises twelve LNG vessels (5 x 13,000 teu + 7 x 9,000 teu from Hudong Zhonghua (Jiangnan Changxing) and the carrier is said to be keen on more.

ONE, meanwhile, has a history of splitting orders between Japan, China, and Korea. The carrier so far bet on conventional and methanol-enabled ships, but placed orders for eight LNG-powered 15,900 teu ships with Hyundai in mid-2025 and it is understood to be looking for more 'NPX' ships with LNG propulsion.

PORTS & TERMINALS

right: Santos has three big container terminals (BPT, DPW and Tecon), and a smaller terminal.

The site of the smaller Ecoporto is supposed to be redeveloped into a large new container facility named 'Tecon 10'.

map: Alphaliner



above: The ZHEN HUA 28, seen upon departure from ZPMC's factory in China.

She carried cranes for Itapoa and Santos in Brazil.

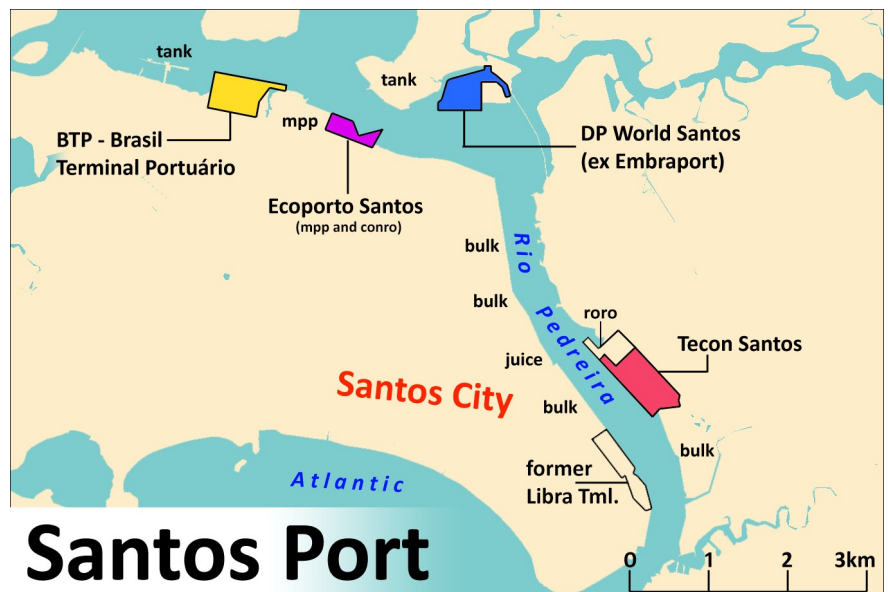
photo: ZPMC

ZPMC delivers two new STS cranes to Tecon Santos

The Tecon terminal at the Brazilian main port of Santos this past weekend took delivery of two new ship-to-shore (STS) and eight rubber-tired gantry (RTG) cranes.

Manufactured by ZPMC in China, the cranes arrived fully assembled on board the ZHEN HUA 28.

On its way to Santos, the heavy-load carrier first stopped at Itapoa, where the ship delivered a single STS crane to the Tecon Santa Catarina container terminal.



Santos Port

Valued at approximately BRL 300 M (USD 55 M), the new equipment was purchased as part of a broader BRL 3 bn (USD 555 M) modernisation and expansion program at Tecon Santos. This project, started in 2019, is scheduled for completion in 2031.

Santos' new STS feature a 70.00 m outreach and a 50.00 m lifting height above the rail. They complement a previous batch of two similarly-sized quay cranes delivered in late 2023.

Since 2024, when CMA CGM acquired a 48% share in the local operator Santos Brasil Participacoes, the French carrier CMA CGM has increased its usage of Tecon Santos, and now accounts for roughly a fifth of the terminal's traffic. Other main users of the terminal include MSC and COSCO Shipping.

The facility regularly handles 'compact neo-panamax' containerships of around 14,000 teu, mostly deployed on the Transpacific 'ESEAS2' / 'SEAS2' service of CMA CGM and COSCO.

Alongside several smaller multipurpose and container facilities, Santos hosts three main container terminals, all of which are undergoing significant investment programmes.

PORTS & TERMINALS



above; Overview of Portland's container terminal (T6)

In addition to bright blue containers from SM Line, some yellow boxes of MSC can also be observed on the storage yard.

The shipping line was calling Terminal 6 on its Asia - USWC 'Chinook' service up until the end of 2024.

photo: Port of Portland

These are Brasil Terminal Portuário (APMT and TiL), DP World Santos (DP World), and Tecon Santos (Santos Brasil).

A new large-scale container terminal, tentatively named 'Santos Tecon 10', is to be developed at the site of the former Deicmar, Rodrimar and Ecoporto Terminals. 'Tecon 10' will likely come on stream in the first half of the 2030s.

In 2024, Santos handled a container volume of 5.48 Mteu, a figure expected to be surpassed by the soon-to-be-released full-year result for 2025.

By 2040, upgrade works at the existing terminals and the new 'Tecon 10' will increase Santos' total capacity to around 9.00 Mteu annually.

New operator for Terminal 6 at Portland, Oregon

Last week, the US West Coast Port of Portland, Oregon, officially handed over operations at its container Terminal 6 to Harbour Industrial Services Corp.

Having secured the management contract in December 2024, the new operator has rebranded the facility to Oregon Container Terminal (OCT).

Harbour Industrial Services Corporation is a California-based maritime firm providing stevedoring, terminal management, and technical maintenance for port infrastructure and equipment, such as ship-to-shore cranes (STS).

Although Oregon's only international container terminal was facing the threat of closure, the State government intervened with USD 40 M of financial support to maintain operations.

OCT has 870 m of pier with a 13.00 m depth alongside and is equipped with four post-panamax STS and three smaller units. It offers a storage area of approximately 37 hectares.

Portland, Oregon, is a niche container port situated some 85 nm up-river from the Pacific Ocean. Currently, it is served by a single regular route: the Asia - US West Coast 'CPX', operated by the Korean carrier SM Line. The loop deploys ships of 6,655 teu.

Last year, Terminal 6 handled just 58,600 teu. The Port of Portland's budget for 2026 targets a 5.1% increase in container volume.