



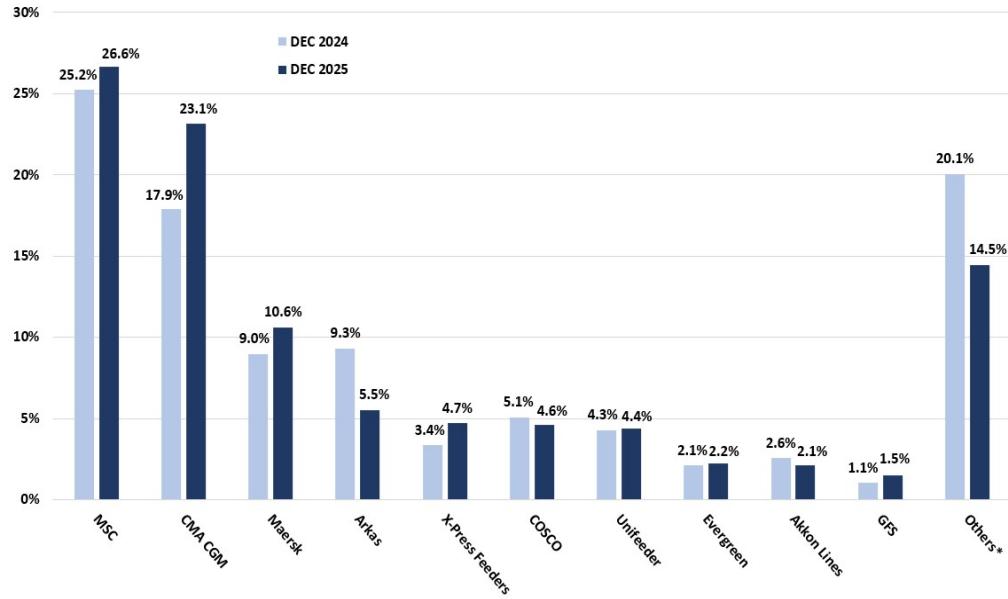
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Chart of the week

Top-10 carriers: Intra-Mediterranean container vessel capacity share

Intra-Med capacity by largest operators	DEC 2024	DEC 2025
MSC	139,105	142,954
CMA CGM Group	98,832	124,284
Maersk Group	49,508	56,996
Arkas Group	51,430	29,769
X-Press Feeders	18,518	25,243
COSCO Group	28,075	24,808
Unifeeder Group	23,728	23,572
Evergreen	11,723	11,950
Akkon Lines	14,239	11,463
Global Feeder Shipping	5,829	8,168
Tarros	7,147	6,668
ONE	4,986	6,639
ZIM	9,153	6,482
Boluda Lines	5,303	5,203
Borchard Lines	4,653	4,944
CNAN	4,756	4,756
Medship Feeders	1,914	3,916
JSV Logistic	2,301	3,335
Medkon Lines	4,421	2,995
Others	65,980	32,772
Total	551,601	536,917



*Includes a variety of carriers such as Boluda Lines, Borchard Lines, CNAN, JSV Logistic, Medkon Lines, ONE, Tarros, ZIM and many other (smaller) carriers

CMA CGM logs highest market growth in intra-Med

Over the past twelve months, CMA CGM has been the ocean carrier with the strongest growth in the intra-Mediterranean service segment. The French line managed to significantly increase its market share through a notable capacity injection, contrary to many other major carriers.

Overall, intra-Med service capacity has fallen by 2.7%, or almost 15,000 teu, compared to December 2024, as some regional carriers have redeployed ships to other trades and at the same time operated fewer and smaller ships in the Med. In this week's study, Alphaliner has calculated the market shares of each carrier offering regular intra-Mediterranean container services compared to a year ago.

CMA CGM again claims the second spot among the largest mainline operators (MLOs) in the Mediterranean. The French carrier has increased its capacity share from 17.9%, or 98,800 teu, last year to 23.1% today, equal to 124,300 teu. This represents a year-on-year capacity boost of 26%.

With 77 container ships deployed, CMA CGM operates 18 more ships than last year, and almost as many ships as number 1 ranked MSC (see page 2 sidebar).

With its new 'Bora Med Service' ('BMS'), 'Odessa Express' ('ODX'), Egypt - Greece - Algeria ('EGAL'), Malta - Adriatic ('MAESTRALE'), and Tunisia - Morocco loops, CMA CGM has launched five new intra-Med services in the last year, accounting for 24,500 teu of extra capacity added to the Med.

Happy New Year

2026

TITLE STORY

Number of ships and average ship size of the Med's Top-10 carriers

carrier	number of ships (12/24)	number of ships (12/25)	average ship size (12/24)	average ship size (12/25)
MSC	82	79	1,696 teu	1,810 teu
CMA CGM	59	77	1,675 teu	1,614 teu
Maersk	25	23	1,980 teu	2,478 teu
Arkas	33	21	1,559 teu	1,418 teu
X-Press	17	24	1,089 teu	1,052 teu
COSCO	16	14	1,755 teu	1,772 teu
Unifeeder	20	20	1,186 teu	1,179 teu
Evergreen	6	6	1,954 teu	1,992 teu
Akkon Lines	13	13	1,095 teu	882 teu
GFS	4	5	1,457 teu	1,634 teu



above: CMA CGM's 1,496 teu vessel **CONTSHIP BOX** represents the average size of ship on intra-Mediterranean services.

The ship trades on the West Med - East Med 'Med Pendulum Service' ('MPS') that the carrier jointly runs with Italian liner operator Tarros ('GPS').

photo: Contships Management

The MLOs extended their lead in the Mediterranean segment, with a combined market share of 70% (+5%), leaving 30% for the regional carriers and the common feeder operators.

MSC still holds the top spot among the largest intra-Med operators by deployed capacity. The Geneva-based carrier improved its market share from 25.2% a year ago to 26.6% today and added four new services, such as the intra-Adriatic 'Hadria' and 'East to West Med' loops.

Maersk entered the top-3 of the Med's largest carriers with a market share of 10.6% as it increased its operated capacity by 15% with the introduction of four new 'Gemini' shuttles. This accounts for 21,500 teu of new capacity added to the Med.

Arkas Line (including its feeding arm EMES) has removed more than 20,000 teu of weekly capacity and consequently lost significant market share. The Turkish carrier's share, which in 2024 reached 9.3%, has dropped to 5.5% over the past twelve months.

Most notably, Arkas closed its East Med - West Med - Morocco 'Blue Med Service' ('BMS') and redeployed the 5 x 1,450 - 2,550 teu ships in its new Med - West Africa 'MAS' service. The carrier also shifted 8,000 teu of Med capacity away to a new India - Med 'IMS' shuttle, jointly operated with its Turkish peer Turkon Line ('TRI').

ZIM, who in 2024 reached a market share of 1.7%, has seen its share drop to 1.2% in the past twelve months leaving the carrier in thirteenth place (two spots down), ahead of Spanish carrier Boluda Lines.

The Haifa-based carrier has reduced its intra-European capacity by 29.2% or 2,700 teu in just one year. Most notably, the Turkish ban on Israeli ships forced ZIM to terminate charters of the 1,984 teu MARLA TIGER and the 1,496 ERASMUS MASTER (ex WARNOW MASTER) in order to continue offering shipments to Turkey via slot agreements with Unimed (UFS).

Hapag-Lloyd, who last year recorded a market share of 2.4% with an operated capacity of just over 13,000 teu, has completely withdrawn its capacity from the intra-Med market. Instead, the carrier now offers various loops via slot agreements, most notably with its 'Gemini' partner Maersk.

The two largest common feeder lines X-Press Feeders and Unifeeder are ranked at position five and seven in the league of the largest operators by capacity in the Med. X-Press managed to increase its market share from 3.4% to 4.7% and climbed two positions to enter the Top-5. In contrast, Unifeeder's market share remains unchanged at 4.4% (versus 4.3% a year ago).



CMA CGM signs biofuel pact with DHL

French shipping group CMA CGM has inked a new cooperation agreement with DHL Global Forwarding for the use of biofuel.

Under the pact, the partners will deploy 8,990 metric tonnes of second-generation biofuel derived from used cooking oil (UCOME) earmarked for shipments booked under DHL's GoGreen Plus programme.

The initiative is expected to cut approximately 25,000 metric tonnes of CO2 equivalent emissions on a well-to-wake basis.

The biofuel will be physically supplied to vessels across CMA CGM's container fleet, while the associated emissions savings will be transferred to DHL customers through a Book & Claim mechanism.

The approach allows shippers to benefit from lower-carbon transport even if the specific vessel carrying their cargo does not directly deploy the sustainable fuel.

The deal aligns the two partners' respective eco products, DHL's GoGreen Plus and CMA CGM's ACT+ low-carbon service offering.

Both companies are targeting net-zero greenhouse gas emissions by 2050.

Korea to test pilot operation in the Arctic

The Korean government is set to launch a pilot voyage on the Arctic route in 2026, initially deploying a 3,000 teu ship between Busan and Rotterdam.

The Ministry of Oceans and Fisheries (MOF) confirmed an initial crossing of the Northern Sea Route (NSR) would be carried out next summer using a Korean-flag vessel. Meanwhile, the MOF said it would also look to develop more expertise in ice-strengthening and icebreaking ship technology in the country's shipbuilding industry.

To date, shipping operations on the Northern Sea Route have been dominated by Russian and Chinese operators. An estimated 15 NSR container ship transits were made in 2025, a new high after 2024's 11 transits.

Voyages have mainly linked Chinese ports and St Petersburg, although in September a single 'ad hoc' transcontinental trip was made between Ningbo and Felixstowe by the 4,890 teu ISTANBUL BRIDGE under the 'Arctic Express' brand of the Chinese shipping company Sea Legend. The Northern Sea Route has become increasingly accessible in the summer months due to climate change.

Korea also intends to establish a marine cluster in the first half of 2026, which would bring together marine-related corporations, public institutions and a maritime court in the southeast region.

US mulls sanctions against Spanish shipping

The US Federal Maritime Commission (FMC) is weighing sanctions against Spain, following the country's refusal last year to allow US cargo ships carrying weapons for Israel to call at its ports, including the transhipment port of Algeciras.

In a statement, the FMC said Spain's continuing policy was potentially "creating general or special conditions unfavorable to shipping in US foreign trade" and thus could warrant remedial action.

The FMC said it was considering a range of potential actions, including cargo limitations, and either entry refusal to Spanish-flag vessels, or fines of as much as USD 2.3 M per voyage. The Commission is now seeking additional information from common carriers, shippers and other stakeholders about Spain's policy.

Washington claims that the Spanish government denied access to at least three US vessels last year, over claims the ships were carrying arms for Israel. These included Maersk's 6,200 teu US-flagged MAERSK DENVER and MAERSK SELETAR, both participating in the US Maritime Security Program (MARAD), plus a third general cargo ship. Maersk denied the ships were carrying military cargo.

CMA CGM: 'Med Express' (MEDEX)
Med – Middle East – India
Vessels Deployed

9 x 5,800 – 10,600 teu

Port Rotation

Khalifa Seaport (Abu Dhabi), Jebel Ali, Mundra, Nhava Sheva, Colombo, Jeddah, Port Said, Piraeus, Marsaxlokk, Genoa, Beirut, Port Said, Jeddah, Khalifa Seaport

CMA CGM adjusts Med rotation of 'MEDEX' loop

The French carrier CMA CGM is to shorten the rotation of its Med – Middle East – India 'Med Express' service ('MEDEX') on which COSCO SHIPPING Lines ('MINA') and OOCL ('WM3') are taking slots.

Port Said was added last month on the eastbound leg, but four other ports in the Med will be removed. Alexandria already received the last 'MEDEX' call on 20 December and the 5,782 teu CMA CGM MOZART will be the last vessel to directly serve Valencia, Barcelona and Fos in the last week of January.

Since its re-routing through Suez at the end of June, the service was turning in ten weeks. By skipping some West Med calls, the 'MEDEX' will now turn in nine weeks calling at Khalifa Seaport (Abu Dhabi), Jebel Ali, Mundra, Nhava Sheva, Colombo, Jeddah, Port Said, Piraeus, Marsaxlokk, Genoa, Beirut, Port Said, Jeddah, Khalifa Seaport.

The 'MEDEX' fleet currently consists of seven vessels with capacities ranging from 5,800 to 10,600 teu.

HMM splits 'ICN' into standalone 'KVX' and 'KIS' loops

HMM : 'KVX'
Korea - China - Vietnam - Thailand - Cambodia - Singapore
Vessels Deployed

4 x 1,800 - 1,900 teu

Port Rotation

Busan, Shanghai, Ningbo, Sihanoukville, Laem Chabang, Singapore, Ho Chi Minh City, and Busan

South Korean carrier HMM is in the process of suspending its South Korea-China-Southeast Asia 'ICN' butterfly service. In its place, the operator will instead introduce two separate standalone loops: the 'KVX', which links South Korea, Central China, South Vietnam, Cambodia, Thailand, and Singapore, and the 'KIS', covering South Korea, Central China, and Indonesia.

The soon-to-end 'ICN' loop turns in seven weeks with seven 1,800 – 2,400 teu vessels calling at Busan, Shanghai, Ningbo, Ho Chi Minh City, Sihanoukville, Laem Chabang (Sri Racha), Singapore, Ho Chi Minh City, Incheon, Busan New Port, Shanghai, Jakarta, Surabaya, and Busan.

Prior to May 2023, HMM offered a previous version of the 'KVX', which was operated in partnership with compatriot KMTC. At the time, HMM left the cooperation when it initially introduced the 'ICN' loop.

The new 'KVX', which is scheduled to start with the sailing of the 1,875 teu HMM HARMONY from Busan on 30 December, connects Busan, Shanghai, Ningbo, Sihanoukville, Laem Chabang, Singapore, Ho Chi Minh City, and Busan. The loop turns in four weeks and operates four 1,800 – 1,900 teu vessels, which are finishing their assignment on the soon-to-end 'ICN'.

Meanwhile, the 'KIS' is also an old service branding that HMM had in the past used to market its previous South Korea - Indonesia ser-

LINER SERVICES

HMM : 'KIS'
Korea - China - Indonesia
Vessels Deployed
4 x 2,400 teu
Port Rotation
Incheon, Busan, Shanghai, Ningbo, Jakarta, Surabaya, Incheon

vices. In the early 2000s, HMM in partnership with KMTC offered 'KIS1', and in 2016 alongside KMTC and Sinokor it introduced 'KIS2' (or 'KIS2').

The new 'KIS' will link Incheon, Busan, Shanghai, Ningbo, Jakarta, Surabaya, and Incheon with four 2,400 - 2,800 teu vessels. The 2,478 teu HMM CEBU will kick off the maiden voyage on 6 January from Incheon.

This move follows HMM's recent developments in Intra-Asia: its new 'North China - Indonesia' (NIS) service, launched in cooperation with PIL and X-Press Feeders in June, as well as HMM's November-introduced Korea-China-Indonesia-Vietnam 'CIK' loop. The 'CIK' is offered through slots on a joint service by CNC, CK Line, SeaLead Shipping, and PIL.

Maersk starts slotting on CNC's Central China - Southern Vietnam loop

Maersk will in January introduce a new dedicated Central China - Southern Vietnam loop, marketed as 'IA12', which will be provided through a slot arrangement on CNC's (the intra-Asia arm of the CMA CGM Group) 'CV8' loop.

This coincides with CNC turning this loop as a dedicated shuttle between Shanghai and Ho Chi Minh City (Cat Lai), operated with two 2,900 teu vessels. The carrier is removing Ningbo from this rotation and instead will cover this Central Chinese port through slots on Maersk's 'I68' service.

Maersk will start its participation in the revised 'IA12' following the departure of the 2,954 teu AMALFI BAY from Shanghai on 5 January.

The 'I68' offers weekly sailings between Ningbo and Ho Chi Minh City (Cat Lai) with two vessels of 1,600 - 2,000 teu.

Besides improving Maersk's overall coverage between Central China and Southern Vietnam, this new loop adds to Maersk's existing dedicated Shanghai-Ho Chi Minh City shuttle, the 'IA11' service, which is operated using two 2,300 teu ships.

COSCO adds Belawan to Straits - Yangon 'SYM3' loop

COSCO SHIPPING Lines will this week enhance its Straits - Yangon 'SYM3' service with the addition of an Indonesian call at Belawan.

Under the revised configuration, the 'SYM3' will operate on a fortnightly basis, calling at Singapore, Yangon, Belawan, Singapore. The 907 teu TC MESSENGER inaugurated the new rotation with its departure from Singapore on 27 December. The ship is scheduled to make the loop's first call at Belawan on 6 January.

Maersk : 'IA12'
China - Vietnam
Vessels Deployed
Slots on CNC
Port Rotation
Shanghai, Ho Chi Minh City (Cat Lai), Shanghai

COSCO : 'SYM3'
Singapore - Myanmar - Indonesia
Vessels Deployed
1 x 900 teu
Port Rotation
Singapore, Yangon, Belawan, Singapore

ASL : 'NPX2', CULines : 'NP2'
China - Philippines

Vessels Deployed

2 x 1,700 teu

Port Rotation

Qingdao, Rizhao, Shanghai, Xiamen, Manila (South), Qingdao

X-Press Feeders, which currently co-loads on COSCO's 'SYM3' and markets the service as 'YSS', will not participate in the Belawan call.

The updated 'SYM3' becomes COSCO SHIPPING Lines' second service calling at the Indonesian port, complementing its existing 'BSS' loop. The Chinese carrier offers the 'BSS' through co-loading on its sister company OOCL's namesake service.

CULines partners ASL on North and Central China - Philippines route

China United Lines (CULines) will introduce a dedicated North and Central China - Philippines loop, marketed as 'NP2', in early January.

The Chinese carrier will offer this upcoming 'NP2' by joining Asean Seas Line (ASL) on the latter's fortnightly China - Philippines 'NPX2' loop as vessel provider.

This cooperation marks a return to weekly sailings for the service. Earlier this year, ASL upgraded the 'NPX2' to a weekly service in April, only to revert back to a fortnightly sailing in October following the removal of its second vessel.

Under this new partnership, CULines is set to deploy the 1,730 teu UGL SHENZHEN, which is set to phase into the loop on 2 January 2026 ex-Qingdao. ASL will continue to operate its current vessel, the 1,667 XIAN FENG JU HE.

Coinciding with the start of this cooperation, the carriers will add a Xiamen call to the rotation. The revised 'NPX2' / 'NP2' will serve Qingdao, Rizhao, Shanghai, Xiamen, Manila (South), Qingdao.

The new 'NP2' will complement CULines existing Central China - Philippines 'CP8' loop, which links Central China and the Philippines via slots on a joint service operated by COSCO SHIPPING Lines and CNC, the intra-Asia arm of CMA CGM group.

Additionally, CULines also offers a South China - Philippines service, dubbed 'SVP', through slots on Asean Seas Line namesake service.

CULines and ASL launch South China - Thailand loop

China United Lines (CULines) and Asean Seas Line (ASL) this week jointly introduced a new South China - Thailand loop, marketed as 'NSX' and 'BTX2' respectively.

This new service turns in two weeks with two 1,800 - 1,900 teu vessels calling at Nansha, Chiwan (MCT), Laem Chabang, Bangkok, Laem Chabang, Nansha.

The 1,800 teu ASL HAIPHONG commenced the loop's maiden voyage

LINER SERVICES

CULines : 'NSX', ASL : 'BTX2'
China - Thailand

Vessels Deployed

2 x 1,800 - 1,900 teu

Port Rotation

Nansha, Chiwan (MCT), Laem Chabang, Bangkok, Laem Chabang, Nansha

CULines : 'CST'
China - Thailand

Vessels Deployed

1 x 1,100 teu

Port Rotation

Nansha, Chiwan (MCT), Laem Chabang, Bangkok, Laem Chabang, Nansha

*fortnightly sailings

on 27 December from Chiwan (MCT). This ship will be followed by the 1,930 teu CUL LAEMCHABANG, which is set to join on 3 January ex-Nansha.

For ASL, the new 'BTX2' replaces its 'SCT' loop, which was previously offered through slots on CULines' other South China - Thailand 'CST' service, covering the exact rotation as the new 'NSX' / 'BTX2'.

South Korean carrier CK Line will also transfer its slots from the 'CST' to the new 'NSX / BTX2'.

Concurrently, CULines will revamp its existing 'CST' service. In January, the carrier is set to downsize the 'CST' fleet from two 1,900 teu vessels to a single 1,075 teu vessel, making it a fortnightly service.

Separately, CULines and ASL are also partnering on the latter's existing China - Philippines 'NPX2' service in early January, where CULines will deploy tonnage and brand the service as 'NP2'.

Neptune Pacific Direct Line revises 'MICROPAC' intra - South Pacific Islands loop

South Pacific specialist Neptune Pacific Direct Line (NPDL) will next month modify its Fiji - Kiribati 'MICROPAC' service.

Only last month, NPDL removed Funafuti (Tuvalu) from the loop's rotation, transferring the call to its Fiji - Tuvalu - Wallis & Futuna - Kiribati 'INTRAPAC' service amidst other adjustments.

Starting next month, the carrier will add Majuro and Apia (Upolu Island) to the loop, extending the service's coverage to the Marshall Islands and Samoa.

Under the revised configuration, the 'MICROPAC' will turn every four weeks with the 600 teu SOUTHERN PEARL calling at Lautoka, Suva, Majuro, Tarawa, Apia (Upolu Island), Lautoka. The new rotation will commence on 6 January from Lautoka, with first calls at Majuro and Apia scheduled for 18 January and 1 February, respectively.

MSC adds Cape Town to European and Asian loops

MSC : 'NWC-Morocco-Waf service'
(NB leg branded as 'Western Cape Express')
North Europe - Morocco - West & South Africa

Vessels Deployed

9 x 2,500 - 3,700 teu

Port Rotation

London-Gateway, Rotterdam, Antwerp, Le Havre, Casablanca, Las Palmas, Dakar, Lome, Pointe Noire, Luanda, Walvis Bay, Cape Town, San Pedro, London-Gateway

The port of Cape Town will in January receive two more weekly calls from MSC.

The seasonal South Africa - North Europe 'Western Cape Express' service will cater for reefer exports, while the Far East - West Africa 'Iroko' loop will add Cape Town on the westbound leg.

> MSC uses 'Western Cape Express' name to market the northbound leg of its existing North Europe - Morocco - West & Central Africa 'NWC - Morocco - Waf' service, which is extended to South Africa in the winter months to pick up grapes or other reefer cargo.

LINER SERVICES

MSC : 'Iroko' service
Far East – South & West Africa

Vessels Deployed

11 x 4,850 – 9,200 teu

Port Rotation

Ningbo, Nansha, Singapore, Cape Town, Pointe Noire, Cotonou, Lagos (Apapa and Tincan), Onne, Lobito, Cape Town, Singapore, Xiamen, Ningbo

As it did one year ago, MSC was first planning to add Gqeberha (Port Elizabeth) to the Europe – West Africa service and brand the northbound leg as 'Eastern Cape Express', but finally opted for Cape Town.

After the last call on the southbound leg at Walvis Bay, the vessels will now proceed to Cape Town loading cargo for London-Gateway, Rotterdam, Antwerp and Le Havre.

In order to offer fast transit times, San Pedro will be the only West African port of call on the northbound leg. A first sailing from Cape Town is planned on 3 January with the 2,732 teu MSC TANIA.

The Geneva-based carrier will add two ships to allow for the extension to South Africa.

The 'NWC – Morocco – Waf' / 'Western Cape Express' will thus turn in nine weeks with 9 x 2,500 – 3,700 teu ships calling at London-Gateway, Rotterdam, Antwerp, Le Havre, Casablanca, Las Palmas, Dakar, Lome, Pointe Noire, Luanda, Walvis Bay, Cape Town, San Pedro, London-Gateway.

> In parallel, Cape Town was added earlier this month on the eastbound leg of the Far East – West Africa 'Iroko' service .

It will in January also become part of the westbound rotation.

This will enable MSC to carry products from the retail industry, solar panels and other end-consumer goods from China and Singapore to South Africa. A first sailing from Ningbo to Cape Town is planned on 23 January.

The 'Iroko' service turns in eleven weeks with 4,850 – 9,200 teu ships calling at Ningbo, Nansha, Singapore, Cape Town, Pointe Noire, Cotonou, Lagos (Apapa and Tincan), Onne, Lobito, Cape Town, Singapore, Xiamen, Ningbo.

Hapag-Lloyd and ONE add Cape Town to Africa - Middle East - Indian subcontinent loop

Hapag-Lloyd and ONE will next month add Cape Town to the eastbound leg of their jointly operated Middle East – Indian Subcontinent - South & West Africa 'MIAX' / 'AIM' service.

This loop turns in eleven weeks and it is currently operated with ten 4,200 – 4,500 teu ships (6 x Hapag-Lloyd / 4 x ONE), calling at Jebel Ali, Mundra, Hazira, Nhava Sheva, Colombo, Durban, Tema, Lagos (Tincan & Apapa), Cape Town (new), Durban, Jebel Ali.

The 4,506 teu GIALOVA (operated by ONE) is expected to make the first call at Cape Town on 26 January. Forward schedules from ONE

Hapag-Lloyd : 'MIAX', ONE : 'AIM'
Middle East – India – South & West Africa

Vessels Deployed

11 x 4,200 – 4,500 teu

Port Rotation

Jebel Ali, Mundra, Hazira, Nhava Sheva, Colombo, Durban, Tema, Lagos (Tincan & Apapa), Cape Town, Durban, Jebel Ali

LINER SERVICES

ZIM: 'HFS'
North America - Central America

Vessels Deployed

Slots on ServiPorts Marine Line

Port Rotation

Puerto Cortes, Port Everglades, Puerto Cortes

indicate that the extra call might be seasonal, as Cape Town is mentioned in schedules until the end of March.

ZIM takes slots on ServiPort's US-Honduras service

ZIM is set to take slots on the Florida-Honduras service operated by the local carrier ServiPort Marine Line (SVL).

This service calls at Port Everglades and Puerto Cortes, completing a weekly rotation using the 323 teu SVL HONDURAS.

According to a filing made to the US Federal Maritime Commission, the Israeli carrier will purchase twenty teu slots on each leg of the loop.

The first sailing offered by ZIM is scheduled for the vessel's departure from Puerto Cortes on 20 January.

The carrier will market the service under the 'Honduras Florida Service' (HFS) name.

While the carrier already links Honduras to other Central American destinations via slots on X-Press Feeders, 'HFS' will be its first direct connection between the country and the US.

Following MSC's entry last May, ZIM becomes the second carrier to participate as a slot-charterer, joining a few months after the service's launch in March.

CMA CGM launches a NCSA - Caribbean service

CMA CGM : 'Guyanas Services'
North Coast South America- Caribbean

Vessels Deployed

2 x 700 teu

Port Rotation

Fort-de-France, Roseau, Point Lisas, Georgetown (Guyana), Paramaribo, Fort-de-France

CMA CGM is introducing a new North Coast South America - Caribbean 'Guyanas' feeder service.

This initiative forms part of a broader strategy to establish Fort-de-France (Martinique) as its Caribbean hub.

Consequently, the carrier will provide direct feeder links between Suriname, Guyana, Trinidad and Tobago, Dominica, and the Antilles hub of Fort-de-France.

Operating on a fortnightly basis, the 'Guyanas' loop will call at Fort-de-France, Roseau, Point Lisas, Georgetown (Guyana), Paramaribo, Fort-de-France.

The service is maintained by two vessels: the 706 teu MAURITUS PRIDE II and the 684 teu PUCA.

Given the ongoing development of the Antilles hub, further changes to the CMA CGM Caribbean offering are anticipated in the coming weeks.

VESSELS

Containership Deliveries in December

Vessel Name	teu	Operator
CMA CGM VENDOME	23,872	CMA CGM
OOCL LAVENDER	16,828	OOCL
EVER EON	16,556	Evergreen
MSC SAUDI ARABIA	16,000	MSC
CMA CGM ANTIGONE	15,000	CMA CGM
ONE SERENITY	13,932	ONE
CMA CGM KRYPTON	13,136	CMA CGM
MSC GABRIELLA	11,400	MSC
MSC PISA	11,400	MSC
HMM CLOVER	8,548	HMM
EVER WORLD	2,373	Evergreen
ECO MISTRAL	1,250	X-Press
HERA	1,208	CLdN
HAKATA EXPRESS	428	Sinokor

right: The new EVER EON is a sister vessel of the EVER ECO, shown here upon arrival at Hamburg on 30 December.

To celebrate the vessel's maiden voyage, Evergreen has given the ship a photogenic promotional cargo stow, with the carrier's own containers in all visible slots.

All ships of this series will be designated as Evergreen 'E-class'. Sister number three, due to be delivered in March, will come on stream as the EVER ECHO.

photo: J. Tiedemann

Samsung delivers the EVER EON (16,556 teu, MDF)

Samsung Heavy Industries (SHI) this week delivered the 16,556 teu container vessel EVER EON. The new ship is the second unit in a series of 16 methanol dual-fuel sisters that the South Korean builder will deliver to Evergreen Marine over a period of about two years.

In addition to these 16 ships from Samsung the Taipei-based ocean carrier will furthermore receive eight methanol-enabled ships of comparable size from Japan's Imabari Group. These are however only due in 2027 and 2028. Evergreen ordered both series in mid-2023.

Delivery of the EVER EON coincides with the maiden arrival of the series' lead vessel EVER ECO at Hamburg. The call at the German main port marks the completion of the ship's first-ever voyage from the Far East to Northern Europe on the OCEAN Alliance loop 'NEU7', also known as Evergreen's 'CES'. Ship number two of the 'Ever-E-class' will join this very same loop on 1 January.

The Evergreen-operated service is staffed with four first-generation 'megamax' vessels ('Ever-G-class'), three 15,372 teu 'maxi-NPX' ships ('Ever-M-class'), two smaller units of 14,000 teu ('Ever-T-class'), and the two new 16,556 teu sisters.



The EVER ECO and her sisters are 'post-neo-panamax' ('PNPX') vessels with a 'neo-panamax' length, but a breadth of 21 rows that is one container row wider than the current canal maximum (51.00 m).

Evergreen's new 'E-class' is 369.00 m long and 53.60 m wide with a deadweight of 184,268 dwt on a draft of up to 17.50 m. The ships are powered by MAN B&W 9G95ME-C10.5-LGIM-TIII main engines that deliver 43,200 kW of power for a speed of up to 22 knots.

Five alternators provide up to 20,360 kW of electricity, which should be sufficient to supply around 1,200 reefer containers.

VESSELS

YZJ delivers the MSC SAUDI ARABIA (16,000 teu, LNG)

Yangzijiang Shipbuilding (YZJ) will this week complete a series of twelve LNG-powered ‘maxi-neo-panamax’ (‘M-NPX’) container vessels for MSC with the delivery of the MSC SAUDI ARABIA.

The MARIC-designed series started in October of 2024 with the hand-over of the MSC SIENA, followed by another eleven sisters delivered at an average pace of about one ship per month.

The Swiss-Italian carrier ordered this series in October 2022 for a price of around USD 180 M per ship.

For MSC, the twelve ships add to a series of eight very similar MARIC-designed ‘M-NPX’ ships from yards of CSSC Group, also with LNG dual-fuel propulsion.

In addition to these 20 ships, MSC will soon also take delivery of the last of 15 conventionally powered half-sisters of MARIC’s contemporary ‘maxi-NPX’ design. These were built at yards of CSSC Group, including DSIC and GSI.

MSC manages all ships of the YZJ-series in-house, but ownership set-ups vary, including some ships under long-term bareboat charters and other vessels in direct ownership.

MSC's MARIC-designed 'maxi-NPX' ships from Yangzijiang : 12 sisters

vessel name	wind visor	delivery
MSC SIENA	no	Oct 2024
MSC VERONA	no	Dec 2024
MSC OLBIA	no	Dec 2024
MSC ANNAMARIA	yes	Mar 2025
MSC GERMANY	yes	Apr 2025
MSC SAN FRANCISCO	yes	May 2025
MSC ALESSIA	yes	Jun 2025
MSC SAVANNAH	yes	Jul 2025
MSC LINZIE	yes	Sep 2025
MSC GRACE	yes	Oct 2025
MSC IRIS	yes	Nov 2025
MSC SAUDI ARABIA	yes	Dec 2025

China's CSSC Group is building additional ‘maxi-NPX’ ships of the same MARIC base type for MSC. Read more on the next page.

The YZJ-built maxi ‘neo-panamax’ MSC SAUDI ARABIA on sea trials.

photo: YZJ



The MSC SAUDI ARABIA is 366.00 m long and 51.00 m (20 rows) wide. She has a deadweight of 169,500 tons on a maximum draft of 17.00 m. Propulsion power is provided by an MAN B&W (now aka Everlence) 8G 95ME-C10-GI type main engine with an output of 55,000 kW for a top speed of 22 knots.

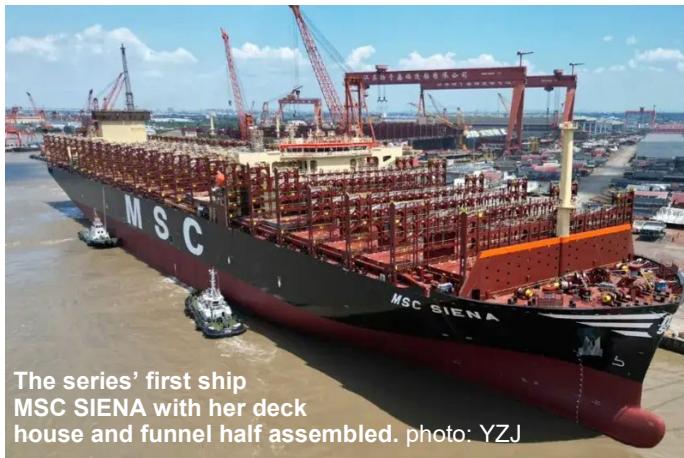
MSC will deploy its latest newbuilding on the Far East - Middle East loop ‘Clanga’, which deploys a mixed fleet of ships from 8,000 to 19,000 teu. Here, she replaces the 8,496 teu MSC UGANDA.

VESSELS

Big container vessels from Yangzijiang: too high for the Yangtze River bridges

The large ('NPX') and ultra-large ('MGX') container ships built by Yangzijiang are actually too big to sail from the yard on the Yangtze River to the ocean.

While the vessels could navigate the mighty river under ballast conditions, most modern container ship designs are too high to fit underneath some of the bridges that cross the Yangtze.



YZJ Group's Jiangsu New Yangzijiang Shipyard, its Jiangsu Yangzi Xinfu Shipyard, and its Changbo Shipyard are all located about 200 km upriver from the open sea.

MSC's 'maxi neo-panamaxes' from YZJ have numerous 'half-sisters'

In addition to the twelve MARIC-designed 'maxi-NPX' from Yangzijiang Group, MSC is in the process of receiving two series of rather similar ships from CSSC Group.

photo: CSSC



This includes MARIC-designed ships with LNG-dual fuel propulsion, as well as ships with conventional power.

The most visible difference between the series is that the CSSC-built vessels all come with a fully-enclosed bridge, whereas the YZJ-built ships come with open bridge wings.

Also, none of the CSSC-built ships comes with a wind deflector on the bow. This feature, apparently an after-thought, was only added to the last nine of the twelve ships from YZJ Group.

In light of MSC's fleet-wide retrofit and upgrade project, it

For every ship larger than about 15,000 teu (depending on design specifics), the yard has to carry out a complex maneuver:

The ships are first 'completed' at YZJ's main sites. Then, the goliath cranes of the building dock are used to lift both the funnel and the upper half of the vessels' deck houses off their foundations and place them on top of an empty container bay.

Once this is done, the semi-completed vessels are towed downriver to Yangzi-Mitsui Shipbuilding at Taicang.

The joint venture yard, in which YZJ is a partner is then tasked with assembling the ships. This is done at the pier with the help of a giant floating crane.

Yangzi-Mitsui then also serves as a base for sea trials, final outfitting and delivery to the owner.

Jiangsu New Yangzijiang, Jiangsu Yangzi Xinfu and Changbo (which specializes in small vessels anyway) still build and deliver fully completed ships for any type that does not exceed a certain height.

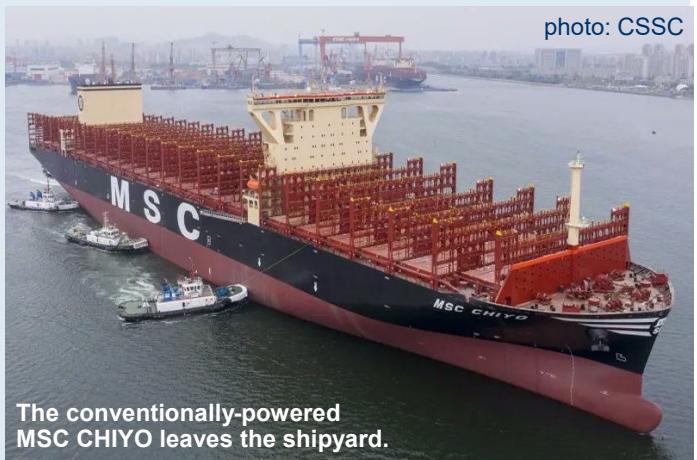
Usually, the limited bridge clearance is only an issue for big container ships. These days however, the aforementioned 'towing and assembling' method has become pretty much routine for YZJ and the yard group has a track record of making the procedure work smoothly.

appears likely that ships of this class will all be equipped with wind deflectors upon the occasion of their first class drydock.

Unlike many recent designs with bulbless bows and vertical stems, including many from MARIC, the MSC vessels feature a small bulb and a bow with little rake. As such, they could be seen as variants half-way between 'conventional' hull shapes and the 'bulbless' or 'blended bulb' bows that have become more and more common.

The conventionally-powered ships of the MARIC base type all feature scrubbers, and it appears that MSC has also chosen to have scrubbers installed on some of the LNG dual-fuel ships.

Adding scrubbers to LNG- and methanol-powered ships is a recent trend and it helps to remain 'flexible' with fuels.



NTS delivers the MSC GABRIELLA (11,400 teu, LNG)

New Times Shipyard (NTS) this week delivered the 11,400 teu container ship MSC GABRIELLA, the sixth of ten sister vessels that the Chinese builder will hand over to MSC in 2025 and 2026.

The SDARI-designed MSC ship is 335.00 m long and 45.60 m (18 rows) wide. She has a deadweight of 131,000 tons on a maximum draft of 15.50 m, with a design draft of 12.50 m.

Powered by MAN B&W 6G90ME-C10.5-GI-EcoEGR type engines that deliver about 25,000 kw, the ships of this series can reach speeds of around 20 knots. MSC ordered the 11,400 teu series in mid-2022 for an undisclosed price.

The MSC GABRIELLA will start commercial service on the Far East - ECSA loop 'Carioca', which operates a fleet of vessels from 8,600 to 11,600 teu.

From MSC's perspective, the ten SDARI-sisters from NTS, add to another 16 ORIC-designed ships of similar size from Zhoushan Changhong International Shipyard (ZCIS).

Minerva orders two more 3,000 teu ships at Jinglu

Minerva Marine of Greece, a ship owning venture led by Andreas Martinos, has extended its newbuilding pipeline by two ships with a fresh pair of 3,100 teu orders at Penglai Jinglu Shipyard.

The December orders add to three ships of the same type that Minerva ordered from Jinglu Shipyard in October, taking the overall series to five units for delivery in 2027 and early 2028.

Alphaliner understands that the ships are optimised 'SDARI Sealion 2900' designs with 'Chittagongmax' specs, that come with a nominal intake of just over 3,000 teu. They are expected to cost around USD 43 M per unit.

In 2024, Penglai Jinglu Shipyard, already built for ships of this class for Celsius Shipping of Denmark, and numerous series of the same base type, albeit with small variations, are already in service or on order from yards such as Guangzhou Wenchong, Mawei Shipyard, Yangzijiang, and others.

Minerva Marine entered the container ship sector in mid-2023 with orders for a pair of 1,800 teu 'Bangkokmax' ships. Minerva has since expanded its fleet to eight ships by means of newbuilding and second-hand acquisitions of modern tonnage, built after 2021.

With the exception of the 2,433 teu LITTLE CONCERT, acquired a year ago from China United Lines, Minerva's fleet focuses on 'Bangkokmax' tonnage (ca. 1,700 - 1,900 teu).



above: In the size range that Minerva ordered, the Penglai Jinglu Shipyard has so far built the 'Sealion 2900' design from SDARI.

Our montage shows how such a vessel would look like in Minerva colors.

photo: Jinglu Shipyard
montage: Alphaliner

A2B-online

Launch of A2B VISION marks milestone for A2B-online



On 23 December Turkey's Sedef shipyard in Tuzla launched the first of two 650 teu newbuildings for the Netherlands-based short-sea carrier A2B Online.

Named A2B VISION, the new vessel will be the shipping line's first ever newbuilding. So far, A2B had always relied on second-hand tonnage.

Presently, A2B's fleet consists of seven 'Sietas Typ 151' sisters, built in Germany from 1995 to 1998.

The versatile 509 teu ships have proven ideal for A2B's requirements, and so it is no surprise that the carrier turned to the German naval architects of Technolog, who have some Sietas design DNA in the company.

Technolog's methanol dual-fuel 650 teu type with additional hybrid battery power is essentially an ultra-modern and 30% larger take on the ship types that A2B already operates today.

Apart from the three 3,000 teu class ships, Minerva will also receive four more 'Bangkokmaxes' from YZJ (2) and Huanghai Shipyard (2).

Convoy Shipping behind 1,900 teu vessel order

The fairly unknown ship owner Convoy (Yangpu) Shipping of China, has reportedly ordered one 1,900 teu container vessel from its compatriot yard Ningbo Penghong Shipbuilding Heavy Industry Company. The order comes with an option for a second vessel.

Convoy's newbuilding is expected to come on stream in 2027, but no formal delivery schedule has been disclosed.

Ningbo Penghong was established fairly recently in February 2025. It is the rebranded former Ningbo Beilun Bluesky Shipbuilding, located on Lishenmadao (Shenma Island) in Ningbo's Beilun District.

The yard primarily focuses on small vessels and it recently bagged orders for ten 6,000 dwt coasters that will be trading for Schulte & Bruns Group of Germany.

So far, Alphaliner does not yet know whether the ships will be Chinese domestic spec tonnage or 'Bangkokmax' ships designed for the international regional trades.

SJJ mulls orders for 1,100 teu and 1,800 teu ships

Shanghai Jin Jiang (SJJ) Shipping is believed to have plans for a series of up to ten container ship newbuildings in the 1,100 teu and 1,800 teu ('Bangkokmax') classes.

The Chinese regional carrier with an operated fleet of 33 vessels placed firm orders for two 1,182 teu vessels with New Dayang Shipyard, part of SUMEC Group, in September. The deal came with options for another two ships of the type that SJJ is now believed to have picked up for delivery in the second half of 2027.

New Dayang Shipyard is expected to build the 'SDARI Sealion 1100' type, which has become a standard design in this size bracket. The ships are 147.90 m long and 23.20 m (9 rows) wide.

Further to the 1,182 teu pair, SJJ recently disclosed that the company planned to invest in a newbuilding program for four 1,800 teu vessels, likely of a standard 'Bangkokmax' design. The contracts would come with options for another four sister ships.

So far, Shanghai Jin Jiang Shipping has not placed any orders yet, but said that it has allocated a budget of up to RMB 1,949 M (USD 276 M) for all eight ships.

This would come down to USD 34.5 M per vessel as the upper limit:

VESSELS



signing for 2 x 1,182 teu photos: SIPG

Record orderbook, record deliveries...

The container vessel orderbook has reached an unprecedented size in 2025, and it now stands at about 11.3 Mteu, with 1,165 cellular ships in the global newbuilding pipeline.

It also stretches out further than ever, with some of the ships only due in 2030 - more than four years out from today.

Alphaliner's current records exclude the 'theoretical' container capacity of modern multipurpose ships or open-hatch bulkers with container-friendly box-shaped holds.

They also exclude capacity from a number of 'container' ships under 500 teu, where specs (cellular? coastal? sea-going?) may be unclear. This is especially true for Chinese domestic tonnage, where the line between 'cargo ship' and 'container vessel' may be blurry.

Over the course of 2025, carriers and non-operating owners added 4.15 Mteu of fresh orders. Minus 2.21 Mteu of vessel deliveries throughout the year, the global container ship orderbook has logged a net growth of 1.94 Mteu.

Four carriers currently have more than a million teu on order, either directly or via forward charter commitments of third-party newbuildings.

They are MSC (2.05 Mteu), CMA CGM (1.88 Mteu), COSCO Group (1.37 Mteu), and Maersk (1.05 Mteu).

Real-world numbers could even be slightly higher, since there are some series of third-party newbuild-

In line with prices from USD 29 M to USD 33 M, that owners paid this year for Chinese-built 'Bangkokmax' tonnage. If ordered in early 2026, SJJ could realistically receive the first ships of the 1,800 teu class in late 2027, or (more likely) from mid-2028 on.

SJJ was founded in 1983 and is a state-owned enterprise under the supervision of the Shanghai Municipal Government. The company primarily operates liner shipping services with networks focused on China, India, Pakistan, the UAE, Thailand, Malaysia, and Singapore. Listed on the Shanghai Stock Exchange since December 2023, SJJ also provides ancillary services such as logistics, maritime agency, and container storage.

ings still without a charterer or with an as-of-yet unidentified charterer.

Many of these ships will likely end up with a top-ten carrier, adding to the aforementioned vessel capacity totals.

Among the non-operating owners, Seaspan (0.68 Mteu / 55 ships), EPS (0.38 Mteu / 51 ships), and Capital (0.08 Mteu / 35 ships) have the largest orderbooks, followed by the likes of Danaos and SFL.

In 2025, overall ordering activity was strong in Q1 (0.99 Mteu / 82 ships) and Q2 (1.05 Mteu / 128 ships), then peaked in Q3 (1.28 Mteu / 195 ships) and tailed off slightly in Q4 (0.82 Mteu / 102 ships).

This year, 266 newbuildings were delivered, totaling 2.21 Mteu, which puts the average vessel size at around 8,300 teu for 2025.

When it comes to ownership and/or in-house management, MSC led the pack with 0.65 Mteu and 51 ships, followed by CMA CGM (0.28 Mteu / 22 ships), Evergreen (0.21 Mteu / 21 ships) Maersk (0.18 Mteu / 11 ships), and ONE (0.15 Mteu / 11 ships).

Vessel operating statistics for 2025-built ships show a somewhat similar picture, but the numbers are slightly higher since chartered tonnage comes on top of the owned newbuildings.

Despite the already giant orderbook, Alphaliner believes that a number of deals are still in the pipeline for Q1. Sold-out yards, record-high newbuilding prices, and a creeping fear of structural vessel overcapacity will nevertheless see container ship ordering slow down in 2026.



right: Itapoá uses a design where the berths and the yard are physically detached and only connected by an access bridge.

Similar layouts are often used in river estuaries or bays with shallow waters, where the design reduces maintenance and dredging cost.

photo: Itapoá Port

ZPMC delivers cranes to Brazil's Itapoá port

ZPMC will this week deliver one ship-to-shore (STS) and two rubber-tyred gantry (RTG) cranes to the Brazilian port of Itapoá.

Arriving fully assembled on board the ZHEN HUA 28, the new crane joins three STS of similar dimensions that can handle ships of up to 65.00 m wide. Another four units are slightly smaller, designed for ships of up to 55.00 m wide. All eight will be in operation on the terminal's 800 m long pier.

The project to upgrade the terminal to 'maxi-neo-panamax' standard includes this delivery as well as dredging work to deepen the navigation channel to 16.00 m.



Itapoá Container Terminal (also known as Tecon Santa Catarina) is a joint venture between Maersk's port subsidiary APMT (30%) and the local Portoinvest (70%) conglomerate, which comprises the industrial group Battistella and the logistics investment firm LOGZ.

Located on the North coast of Brazil's Santa Catarina state, the facility handled 1.50 Mteu in 2025, representing a year-on-year increase of 25%, and it aims to reach 2.0 Mteu once the aforementioned transformations are completed.

Currently, the largest vessels that Tecon Santa Catarina receives are 13,260 - 14,100 teu 'compact-neo panamaxes' deployed by COSCO and CMA CGM on the Asia - East Coast South America 'ESA2' / 'SEAS2' service.

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