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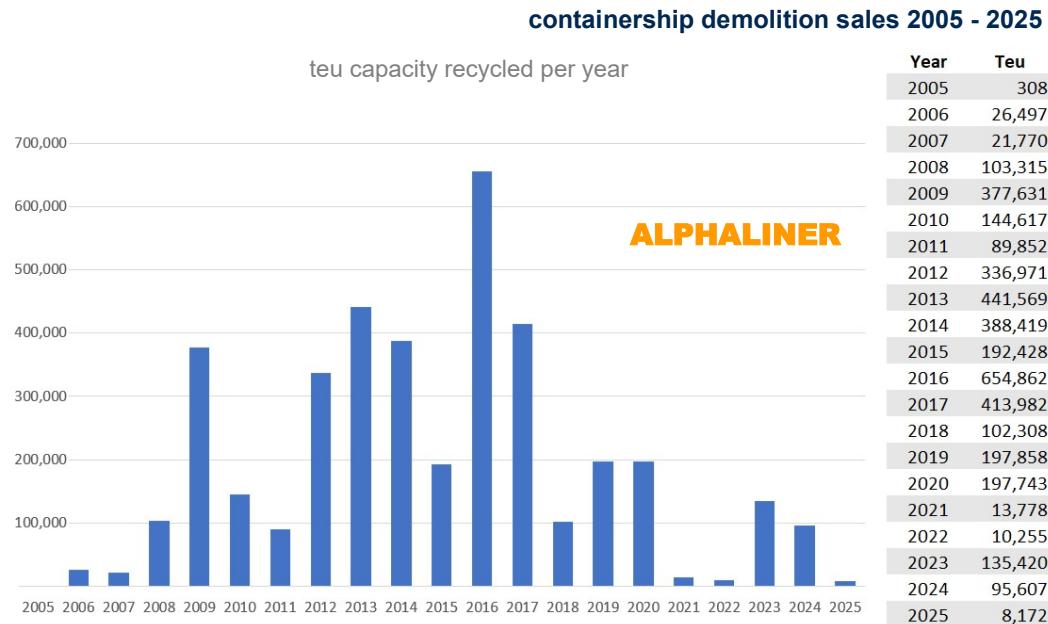
Chart of the week

For 2025, Alphaliner has registered the lowest scrap sales volume since 2005

Container ship recycling mainly concerned small vessels under 1,000 teu

A return to Red Sea and Suez routings would likely determine the scrapping market's direction

2025 was the year when the Hong Kong Convention became reality



Demolition sales lowest in twenty years

The number of cellular container vessels scrapped in 2025 was the lowest in twenty years, with only twelve ships for a total capacity of 8,172 teu recycled and another three small units sold that have yet to be demolished. This was well below the already weak 2024, which saw 95,607 teu scrapped and a far cry from the record of the decade, 655,000 teu achieved in 2016.

The healthy container shipping market, with a high demand for tonnage and robust charter rates throughout the year have explained in great part shipowners' reluctance to dispose of their older tonnage, preferring instead to make the most of the lucrative trading environment.

Demolition sales included mostly small ships, with ten of the twelve vessels scrapped being below 1,000 teu of capacity.

The largest vessel bought by recyclers was the 2,407 teu HORIZON ENTERPRISE, built in the US in 1980, originally as Farrell Lines' AUSTRAL PURITAN (see picture and text box on page 3).

The smallest was the 286 teu Chinese-controlled ZI YU LAN a rare vessel built in Germany in 1995, able to accommodate 392 passengers in addition to its commercial cargo.

Other interesting sales included the 2005-built 803 teu SOLONG, sold to recyclers in Belgium after suffering a devastating fire further to a collision off the UK in March.

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TITLE STORY**Sub-fleet of 'ageing' vessels grows past 5 Million teu**

Although the current average age of the cellular fleet is 14.5 years, 1,919 box vessels are now at least 20 years old.

Together, this ageing sub-fleet accounts for a capacity of 5.6 M teu, corresponding to 17% of the current fleet capacity.

Out of this, 768 vessels for 1.7 M teu are 25 years of age and over and are the most likely to be prioritized for demolition in case of a market downturn.

In this age group which includes vessels of all sizes up to 9,600 teu, MSC is the biggest player with 140 vessels still trading.

Chinese and Indonesian owners and operators are also largely represented with 80 and 65 vessels respectively.

Greece and Germany account for 48 and 40 units each.

The average age of ships sold was 30 years, the oldest unit being 45 years old, the youngest being twenty.

Meanwhile, demolition prices continued to gently fall in the Indian Subcontinent throughout 2025. However, at USD 400-430 per ldt in December they were still historically strong.

Turkey also declined in the first part of the year but was subsequently a little more stable, with prices hovering around USD 270-290 per light displacement tonne (ldt).

Return to Red Sea - Suez routings will determine scrapping trajectory

While demolition yards around the globe have seen very few cellular containerships reaching their facilities in the last few years, this situation could change in 2026, should container shipping lines return en masse to the Suez and Red Sea route.

With the substantial release of tonnage and cascading that the shorter teu-mile distances will create, freight and charter rates could come under significant pressure, leading shipowners to consider scrapping some of their older tonnage.

As a result, Alphaliner anticipates a rally of recycling sales in 2026, especially in the second half of the year. This is assuming the Suez route is widely used again which has been in doubt in recent days, due to ongoing instability in the Middle East and renewed Houthi threats.

Should 2026 continue with the Cape of Good Hope diversions, it is quite possible that, considering expected continued healthy cargo volumes, a moderate amount of newbuilding deliveries and a persistently tight supply of NOO tonnage, trading conditions could remain good enough for ship owners to mostly stay clear from the recycling scene.

The rebound in scrapping would then be deferred to 2027 and 2028 only, when the colossal amount of newbuilding deliveries expected to hit the water during these two years will force a streamlining of the fleet.

2025, the year of the Hong Kong Convention

On 26 June, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC) finally came into force, sixteen years after it was adopted in 2009.

Together with the EU Ship Recycling Regulation (EU SRR), the Hong Kong Convention aims at improving safety and environmental standards in ship recycling facilities across the globe.

While a majority of yards in Turkey and India, among the world's

TITLE STORY

Despite some notable movement over the years, recycling scrap prices for vessels have been rather similar between cash buyers in India, Bangladesh, and Pakistan.

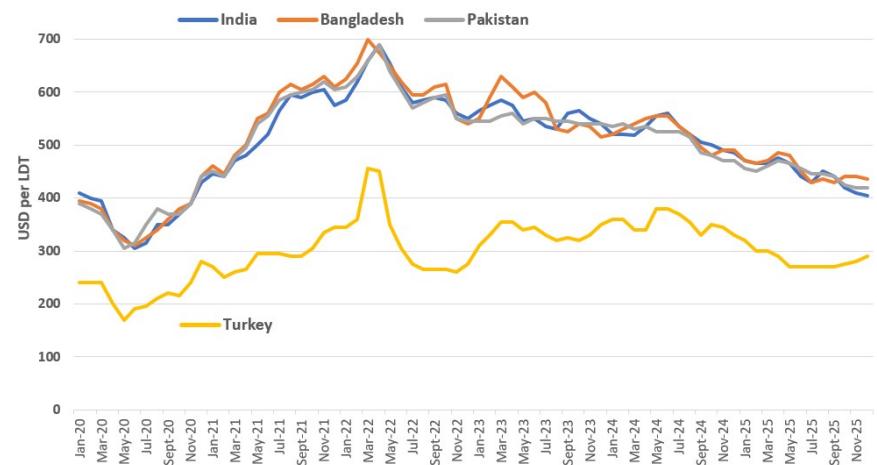
In Turkey, where labor cost is higher, scrap buyers are paying less per light displacement tonne (ldt).

At a little more than USD 100 per ldt, however, the delta between Turkey and the subcontinent is relatively small at the moment.

hotspots for ship recycling, were already compliant with HKC when it became reality, only around a quarter of Bangladeshi facilities were initially meeting the new recycling criteria.

They have since been catching up while Pakistan had its first yard becoming compliant in November.

Containership Demolition Price Trends 2000 - 2025



Despite the coming into force of the Hong Kong Convention, the EU is still not recognizing any Indian Sub-Continent yards for ship recycling.

This position considerably limits demolition options for owners of EU-flagged vessels, a concern for the boom in scrapping sales expected to take place within the next couple of years.

Beside Turkey, the main demolition site West of Suez, and the US, a number of EU-approved recycling facilities, especially in Belgium, Denmark, Germany, Italy, Norway and the UK have potentially a role to play but have yet to make a name for themselves in the container ship scrapping business.

The oldest ship sold for recycling in 2025: The HORIZON ENTERPRISE

The 2,407 teu HORIZON ENTERPRISE built in the US in 1980 was the largest container vessel sold for recycling in 2025.

The ship was originally built for US container carrier Farrell Lines together with three sister vessels.

After leaving Farrell and a lengthening operation, the ship traded for several other US shipping lines, including USL (United States Lines), Sea-Land, CSX Corp, Horizon Line and finally Pasha Hawaii, her ultimate operator.

photo: Pasha Hawaii



CORPORATE



above: MTTSL's 1997-built 1,439 teu container vessel MTT BINTULU is one of the ships to be replaced by the group's fleet renewal program.

photo: D. Gallichan

MTTSL plans to order largest ever vessels

To further expand and increase its regional capacity, MTTSL plans to acquire up to five larger container vessels, including three 3,300 teu units at an approximate cost of USD 45 M each, and up to two 9,000 teu vessels, at a cost of USD 120 M each. These units would be the group's largest ships to date.

MMTSL is currently assessing available construction slots for such vessels, and is looking for progressive delivery dates 18 to 36 months from the date of the IPO. The ships would be funded by a combination of IPO proceeds, internally generated funds and/or bank borrowings.

The group would also use part of the listing proceeds (MYR 187 M) to pay for four 1,400-1,462 teu newbuildings currently on order for delivery between December 2026 and December 2027. In addition, it plans to acquire an additional geared 1,400 teu container vessel for delivery in 2028.

Together, these five new vessels will be used for fleet renewal, replacing the group's MTT KUCHING DUA, MTT BINTULU, MTT PULAU PINANG and MTT HAIPHONG, which are on average 27.3 years of age.

Finally, in combination with the building of the larger vessels, MTTSL says there may also be opportunities to build a higher number of additional smaller container vessels with nominal capacity of up to 1,400 teu.

Malaysia's MTT prepares for IPO after listing approval

Maritime logistics services provider MTT Shipping and Logistics (MTTSL) has secured approval from Malaysia's Securities Commission for its proposed listing on the country's main stock exchange, paving the way for expansion of its container fleet.

MTTSL's proposed initial public offering (IPO) will make available a total of 633.5 million new ordinary shares to a mix of institutional and retail buyers. MTTSL will use the funds to expand and renew its fleet and activities. Managing director Ooi Lean Hin said, "We will expand our network through the acquisition of additional container vessels with various capabilities, to capitalise on the growth in cargo volumes driven by supply chain realignment and production relocation."

MTTSL was created in 2010, and is now Malaysia's largest container shipping operator. It is currently ranked 59th globally, up from 64 two years ago. Its fleet currently comprises 25 owned container vessels and one container ship chartered under a bareboat agreement.

Of these, 15 vessels are operated by the group on services primarily on domestic Peninsular and Eastern Malaysia routes. In addition, MTT's regional coverage extends to Southeast Asia and the Indian Subcontinent. Going forward, further expansion is planned in the Indian subcontinent and the South China region over the 18 to 36 months following the listing, to be timed with the delivery of larger-size vessels to be acquired with the proceeds from the IPO.

The group also charters out significant tonnage, with 11 of the current 26 vessels currently on charter to liner companies, including Maersk, X-Press Feeders and RCL. It believes it is well positioned to benefit from the shortage of vessels in the 1,100-1,700 teu size range and the corresponding charter demand. Average vessel charter rates were MYR 68,333/day in the first four months of 2025, versus MYR 33,196 in the same period in 2020.

MTTSL will list on the main market of Malaysia's stock exchange, Bursa Malaysia. Some 312.5 million shares will be reserved for Bumiputera investors approved by the Ministry of Investment, Trade and Industry. Meanwhile, 258.5 million shares will be allocated to Malaysian institutional and selected investors, and foreign institutional and selected investors outside the US. A small allotment of 12.5 million shares will be offered to directors and employees of the group, and the remaining 50 million shares will be offered to the Malaysian public via balloting.

MTTSL made a net profit of MYR 253.6 M (USD 64.2 M) on revenue of MYR 1.2 bn (USD 303.2 M) in 2024. As well as shipping activities, the group also operates four container depots in Peninsular Malaysia and one container depot in Kota Kinabalu, Sabah.

Port of LA reports third highest volumes

The US West Coast port of Los Angeles reported a small drop in throughput in 2025 but nevertheless posted the third highest volume in its history.

The country's largest container port recorded throughput of 10.2 Mteu for the year. It is only the third time annual volumes have topped 10 Mteu.

LA reached an all-time record of 10.7 Mteu handled in 2021, with 2024 in second place at 10.3 Mteu.

It did not perform as strongly as neighbouring port Long Beach in 2025, however, which the Port of Long Beach enjoyed the busiest year in its 115-year history, processing 9.9 Mteu, up 3% on the previous year, itself a record.

A series of major gateways have experienced record results in 2025, including the number one and two ranked ports of Shanghai and Singapore.

Report: CK Hutchison exploring restructured port deal

CK Hutchison is reported to be exploring a restructured sale of its international ports, dividing the assets into different tiers such that China's COSCO could take a major stake in parts of the portfolio.

According to a Bloomberg report on Friday, a new arrangement would see China's state-owned COSCO Shipping Corp take large shareholdings in ports which are seen as aligned with Beijing, such as those in the Africa region. By contrast, MSC's Terminal Investment Ltd (TiL) and US investment firm BlackRock, would have more control over other assets.

Bloomberg reported that China has indicated such a structure could be acceptable, though talks are at an early stage.

Beijing has fiercely opposed a proposed deal first announced in March 2025 to sell 80% of CK Hutchison's global port portfolio to a consortium comprising Gianluigi Aponte's TiL and BlackRock. The deal covers 43 ports in 23 countries, including two near the Panama Canal.

The Chinese had initially indicated in 2025 that it could accept a deal if COSCO joined the buyer's consortium as a minority investor. However this was later amended in January, with Beijing demanding a majority stake for COSCO.

Bharat Container Line: shareholders confirmed

The Shipping Corporation of India (SCI) and logistics company Container Corporation of India Ltd (CONCOR) will take a collective 60% controlling share in India's proposed new container company, aimed at cutting India's dependence on foreign carriers.

SCI and CONCOR will take a 30% share each in Bharat Container Line, while a finance company is also named as an equity partner: state-owned maritime firm Sagarmala Finance Corporation, formed in 2016 and registered as a non-banking finance company (NBFC) in June last year, will take a 20% stake.

Currently less than 1% by volume of India's import-export business - and under 5% by value - is estimated to be carried by Indian companies.

The remaining 15% balance in Bharat will be shared by three state-owned ports: India's largest container port Jawaharlal Nehru Port Authority with 10%, and Chennai Port Authority and VOC Port Authority will 5% apiece. It is understood having port partners is aimed at financially strengthening the line by making available the ports' surplus cash reserves, while the ports could also benefit from calls from the line's new services.



Despite having government backing, it remains a commercial challenge to launch a new container line in today's market, with a multitude of carriers offering similar services in an overcrowded market. Commentators questioned whether Bharat would be able to buy affordable tonnage, and how much of an investment would be needed before approaching customers.

Bharat anchor investor SCI currently offers container services but owns just three container ships. It will cede India's effort to capture more of its import/export trade to the new line, chartering vessels from the market which will then be operated by Bharat.

Meanwhile, CONCOR will provide containers to the new venture, as well as inland logistics infrastructure.

NBOSCO moves ahead with new Singapore offices

Shanghai-listed regional container operator Ningbo Ocean Shipping Co (NBOSCO) has advanced its plans to establish two new subsidiaries in Singapore, as part of the company's wider expansion plans.

Announcing an order this week of four 4,300 teu container ships (see page 18), NBOSCO confirmed that its wholly owned subsidiary Ningbo Ocean (Singapore) Limited had completed the local registration process in Singapore.

The company will in turn act as the holding company of Ningbo Ocean Jinghang Singapore Pte. Ltd (which will oversee the investment and operation of four 2,700 teu ships under construction at Huangpu Wenchong Shipbuilding) and Ningbo Ocean Weihang Singapore Pte. Ltd (which will manage the latest order for four 4,300 teu container ships from the same yard).

Ningbo Ocean intends to use the new Singapore outfit to increase activity in international markets and grow its global services. The company has been quoted as saying the Singapore investment is consistent with its fleet expansion strategy.

NBOSCO currently owns 45 containerships with capacities ranging from 742 to 3,318 teu, with eight vessels of 4,300 teu on order, including the last four contracted.

In total it is deploying a total of 90 vessels, including multi-purpose tonnage, on a network spanning Chinese domestic trade, Intra Asia and Far East-Middle East.

In the first half of 2025, the company reported revenue of RMB 2.93 M, up 19.9% year-on-year, and a net profit attributable to shareholders of RMB 378 M. The company handled 3.1 Mteu in the six-month period, up 22% year-on-year.



photo : COSCO SHIPPING

OCEAN Alliance, Evergreen: 'ANP' (CMA CGM: 'NWX', OOCL: 'PNW3', COSCO: 'EPNW')
Asia - West Coast North America

Vessels Deployed

7 x 6,300 - 7,000 teu

Port Rotation

Kaohsiung, Yantian, Shanghai, Ningbo, Tacoma, Vancouver (Can), Tokyo, Osaka, Kaohsiung

OCEAN Alliance: 'PNW2-V' (COSCO: 'CPV', OOCL: 'PNW5', Evergreen: 'PE2')
Asia - West Coast North America

Vessels Deployed

5 x 4,200 - 5,100 teu

Port Rotation

Yangpu, Haiphong, Hong Kong, Ningbo, Shanghai, Vancouver (Can), Seattle, Tianjin, Dalian, Yangpu

OCEAN Alliance: 'PSW5' (Evergreen: 'CPS', CMA CGM: 'HBB', COSCO: 'AAC2', OOCL: 'PCN3')
Asia - US West Coast

Vessels Deployed

7 x 9,400 -12,600 teu

Port Rotation

Tianjin, Qingdao, Shanghai, Ningbo (incl Zhoushan), Los Angeles (incl San Pedro), Oakland, Tianjin

OCEAN Alliance presents 2026 East West network

COSCO SHIPPING Lines, OOCL and Evergreen have unveiled the rotations of the 41 East West loops of the 'Day 10 Product' of their OCEAN Alliance, of which the French carrier CMA CGM is the fourth member.

The four carriers will deploy a total of around 394 container vessels with an estimated nominal capacity of between 5.2 and 5.3 Mteu. This is a modest increase compared to a fleet of 390 ships (5.0 Mteu) at the start of the 'Day 9 Product' in April 2025.

The number of loops remains unchanged with seven weekly Far East – North Europe loops and four Far East – Med services.

The Transpacific offering includes eight Far East – US East Coast services and 14 services between the Far East and the West Coast of North America.

On the Transatlantic and the Far East – Middle East trade, the OCEAN Alliance offers three loops each.

The two direct services connecting Asia and the Red Sea remain suspended until further notice. CMA CGM's 'REX2' service on this route continues to be a standalone operation outside the scope of the OCEAN Alliance.

Most of the 41 East West services remain largely unchanged. The four alliance members have reconfirmed their commitment to collaborate until at least 2032.

OCEAN Alliance adds South East Asian calls on Transpacific

As part of the 'Day 10 product', members of the OCEAN Alliance have revised their Transpacific offering. Whilst the network does not undergo major transformations, several adjustments have been made to the well-established structure.

Such updates are primarily observed on the Asian rotations of the Transpacific loops. While core loading ports previously focused on China, the OCEAN Alliance is diversifying this year by incorporating more Southeast Asian calls, particularly in Northern Vietnam and Thailand.

Regarding the American side, Tacoma will be removed on the Asia-USWC route. The same goes for a call at Charleston on the East Coast, where Jacksonville also replaces a call at New Orleans.

All the changes are to be implemented as from next April and the inherent tonnage redeployment is yet to be communicated.

LINER SERVICES

OCEAN Alliance: 'PSW9' (OOCL, Evergreen: 'PCC1', CMA CGM: 'HIXP', COSCO: 'AAC4')
Asia - US West Coast

Vessels Deployed

6 x 13,200 - 13,400 teu

Port Rotation

Yangpu, Haiphong, Ningbo, Shanghai, Busan New Port, Long Beach, Ningbo, Yangpu

OCEAN Alliance: 'PSW10' (COSCO: 'AAC', CMA CGM: 'Yangtse', OOCL: 'VCS', Evergreen: 'SEA'), ONE: 'CP3'

Asia - US West Coast

Vessels Deployed

8 x 8,200 - 10,000 teu

Port Rotation

Laem Chabang, Cai Mep, Xiamen, Ningbo, Long Beach, Laem Chabang

OCEAN Alliance: 'PSW11' (OOCL: 'PSX', COSCO, Evergreen: 'SEA3')
Asia - US West Coast

Vessels Deployed

6 x 8,000 - 8,800 teu

Port Rotation

Xiamen, Hong Kong, Yantian, Long Beach, Busan New Port, Xiamen

OCEAN Alliance: 'PSW6' (COSCO: 'SEA', OOCL, Evergreen: 'PVCS', ONE 'CP2')

Asia - US West Coast

Vessels Deployed

8 x 13,300 - 16,800 teu

Port Rotation

Cai Mep, Nansha, Yantian, Kaohsiung, Long Beach, Kaohsiung, Cai Mep

OCEAN Alliance: 'PSW7' (Evergreen 'HTW', OOCL 'PCS2', CMA CGM 'GEX', COSCO 'AAS3'), ONE 'CP4'

Asia - US West Coast

Vessels Deployed

8 x 15,382 teu

Port Rotation

Laem Chabang, Cai Mep, Haiphong, Taipei, Kaohsiung, Yantian, Los Angeles, Oakland, Kaohsiung, Laem Chabang

- The main changes for Asia - West Coast of North America stand as follows:

Within the 'Day 10 Product', COSCO SHIPPING begins participating in the Evergreen-operated 'ANP' line under the brand name 'EPNW'. This service calls at Kaohsiung, Yantian, Shanghai, Ningbo, Tacoma, Vancouver (Can), Tokyo, Osaka, Kaohsiung.

The 'CPV' loop, operated by COSCO, features the most sizeable changes with the addition of five new ports. This refocuses the service on the Bohai Bay area, supplemented by weekly calls at Hainan, Vietnam, and Hong Kong hubs.

It will now serve Yangpu (transferred from 'SEA / PVCS'), Haiphong, Hong Kong, Ningbo, Shanghai, Vancouver (Can), Seattle, Tianjin, Dalian, Yangpu. However, this expansion comes at the expense of Lianyungang, which will no longer have direct connections to the American market.

Meanwhile, the Evergreen-operated 'CPS' service (aka 'PSW5') will focus on China's primary hubs, calling at Tianjin (new), Qingdao, Shanghai, Ningbo, Los Angeles, Oakland, Tianjin. Consequently, the previous call at the Korean port of Busan will be removed.

Similarly, the Busan call has been dropped from the westbound leg of the OOCL-operated 'PCC1' ('PSW9'), which now serves Yangpu, Haiphong, Ningbo, Shanghai, Busan New Port, Long Beach, Ningbo, Yangpu.

Haiphong and Ningbo were inherited from the COSCO-operated 'AAC' service ('PSW10'), which itself has been shortened to Laem Chabang, Cai Mep, Xiamen, Ningbo, Long Beach, Laem Chabang.

Compensation for the 'PCC1' westbound Busan call is provided via the OOCL-operated 'PSX' service ('PSW11'), which will call at Xiamen, Hong Kong, Yantian, Long Beach, Busan New Port, Xiamen.

The loop's Kaohsiung call is transferred to the COSCO and OOCL 'SEA / PVCS' (aka 'PSW6').

Together with the Evergreen-operated 'HTW', it becomes the second Taiwan-focused string of the OCEAN Alliance TP offering, calling at the city-state on both legs: Cai Mep, Nansha, Yantian, Kaohsiung, Long Beach, Kaohsiung, Cai Mep.

The 'HTW' loop ('PSW7') continues to serve both the port of Taipei in the north and Kaohsiung in the south. The Thai hub of Laem Chabang has been added, while Port Kelang and Tacoma in the US are removed.

LINER SERVICES

OCEAN Alliance: 'AWE4' (Evergreen: 'NUE',
CMA CGM: 'Vespucci', OOCL: 'ECC2', COSCO:
'AWE1')

Asia - US East Coast

Vessels Deployed

11 x 11,800 - 14,400 teu

Port Rotation

Xiamen, Qingdao, Shanghai, Ningbo (incl Zhoushan), Busan New Port, Colon, Savannah, Newark, Boston, Baltimore, Colon, Xiamen

OCEAN Alliance : 'AWE2' (Evergreen: 'AUE',
CMA CGM 'TWS', COSCO: 'AWE3', OOCL: 'EEC1')

Vessels Deployed

14 x 13,000 - 15,300 teu

Port Rotation

Xiamen, Kaohsiung, Hong Kong, Yantian, Colon, Savannah, Newark, Norfolk, Baltimore, Port Kelang, Cai Mep, Xiamen

OCEAN Alliance : 'NEU6' (Evergreen: 'CEM',
OOCL: 'LL6', CMA CGM 'FAL6', COSCO 'AEU5')
Far East - North Europe

Vessels Deployed

15 x 20,160 - 24,000 teu

Port Rotation

Qingdao, Shanghai, Ningbo, Yantian, Singapore, Rotterdam, Felixstowe, Hamburg, Rotterdam, Colombo, Singapore, Kaohsiung, Qingdao

OCEAN Alliance: 'NEU7' (Evergreen: 'CES',
OOCL: 'LL7', CMA CGM 'FAL8', COSCO: 'AUE9')
Far East – North Europe

Vessels Deployed

14 x 9,500 - 20,400 teu

Port Rotation

Tianjin, Ningbo, Shanghai, Taipei, Yantian, Singapore, Colombo, Felixstowe, Antwerp, Hamburg, Rotterdam, Singapore, Tianjin

►The Following changes are planned on the Asia - USEC trade:

Evergreen is removing Charleston from the 'NUE' loop but will take over Baltimore and Xiamen from the 'AUE' service, which the carrier also operates on this trade.

For 'NUE' ('AWE4'), the full revised rotation reads Xiamen, Qingdao, Shanghai, Ningbo, Busan New Port, Colon, Savannah, Newark, Boston, Baltimore, Colon, Xiamen.

With the inclusion of Haiphong and Colombo, the 'AUE' ('AWE2') will now call at Colombo, Port Kelang, Cai Mep, Haiphong, Hong Kong, Kaohsiung, Yantian, Colon, Savannah, New York, Norfolk, Colombo.

Finally, the alliance will make its debut at Jacksonville, introducing this East Coast port in place of the US Gulf port of New Orleans on the CMA CGM-operated 'PEX3' service ('AWE6'). This rotation will now call at Singapore, Cai Mep, Chiwan, Ningbo, Shanghai, Busan New Port, Bayport (TX), Mobile, Jacksonville, Singapore.

Only minor adjustments for OCEAN Alliance Far East–Europe network

The four members of the OCEAN Alliance have presented two sets of rotations for their eleven Far East – Europe loops. The first one is based on routings via the Cape of Good Hope, but details of the schedules after a possible return to Suez have also been unveiled.

COSCO and OOCL however confirmed consistent routing via the Cape of Good Hope to minimize geopolitical risks. One day before the presentation of the OCEAN Alliance 'Day 10 Product', CMA CGM already withdrew its decision to revert to Suez passages for three big OCEAN Alliance loops, excluding however its Far East – East Med – Adriatic 'BEX2' loop (aka 'MED5'), which adds a new call at Mersin.

This means that the eastbound Jeddah call on the CMA CGM-operated North Europe – Far East 'FAL1' service ('NEU4') mentioned by the Asian alliance partners in the 'Day 10 Product', will not yet materialize. The same goes for the eastbound Jeddah call on the CMA CGM-operated Med – Far East 'MEX' loop ('MED2').

The new network with routing via South Africa shows very little changes compared to the current pro forma rotations. The fifth Far East – North Europe 'NEU5' loop operated by CMA CGM ('FAL3') is to add an extra eastbound call at Zeebrugge.

The Belgian port was already temporarily served during last summer, and this 'trigger call' would regain its place after the Antwerp call and before the stop at Tanger Med.

A direct call at Taipei will be shifted from the Evergreen-operated Far East – North Europe 'CEM' service ('NEU6') to the Evergreen-operated 'CES' service ('NEU7').

FESCO introduces Qinzhou calls; revamps China loops

Russian carrier FESCO recently expanded its South Chinese coverage with the introduction of a direct call at the port of Qinzhou. Fortnightly calls to the port have been added to its Russian Far East – South China – Vietnam ‘FCDL-1 / FVDL’ service.

Moreover, the operator is also reinstating Shantou and Xiamen to the ‘FCDL-1 / FVDL’ loop, transferred from the soon to be revised ‘FCDL-3’ loop.

The revised ‘FCDL-1 / FVDL’ will serve Vladivostok, Ho Chi Minh City (SP-ITC), Haiphong, Qinzhou (fortnightly), Nansha, Yantian, Shantou, Xiamen, Vladivostok. The updated loop continues to turn in three weeks using three vessels of approximately 1,700 teu.

The 1,730 teu MYD GUANGZHOU made the loop's first call at Qinzhou on 14 January, while the 1,746 teu KAPITAN AFANASYEV will start following the full revised rotation on 31 January ex Vladivostok. The addition of Qinzhou allows FESCO to better serve exports from Guangxi province to the Russian Far East, particularly mechanical and electrical products.

In addition to the updated ‘FCDL-1 / FVDL’, FESCO is planning to streamline its two other China – Russia Far East loops by ceasing its North China ‘FCDL-2’ and refocusing its Central/South China ‘FCDL-3’ to link North and Central China instead.

The revamped ‘FCDL-3’ will turn in three weeks (up from two) with three 3,100 teu vessels. The revised rotation will serve: Vladivostok, Tianjin, Dalian, Rizhao, Lianyungang (fortnightly), Shanghai, Ningbo, Wenzhou (fortnightly), Vladivostok. Lianyungang and Rizhao will be called on alternate sailings.

This revision takes effect from the sailing of the 3,091 teu FESCO SOFIA from Vladivostok on 8 February.

Under this two-loop setup, FESCO will maintain its coverage of China while enhancing its reach with the new Qinzhou call.

SITC withdraws from joint Korea-China-Malaysia loop

Chinese regional specialist SITC recently withdrew from a joint Korea – China – Malaysia ‘FEM’ service, which it operated in partnership with Sinokor Merchant Marine and Heung A Line (both part of Sinokor group).

The withdrawal marks the end of a long standing cooperation in this route, as the three partners initially launched this service back in August 2019, it was marketed as ‘PCM’ at the time.

FESCO: 'FCDL-1'
Russia - China
Vessels Deployed
3 x 1,700 teu
Port Rotation
Vladivostok, Ho Chi Minh City (SP-ITC), Haiphong, Qinzhou (fortnightly), Nansha, Yantian, Shantou, Xiamen, Vladivostok

FESCO : 'FCDL-3'
Russia - China
Vessels Deployed
3 x 3,100 teu
Port Rotation
Vladivostok, Tianjin, Dalian, Rizhao, Lianyungang (fortnightly), Shanghai, Ningbo, Wenzhou (fortnightly), Vladivostok

*Lianyungang and Wenzhou will be called on alternate sailings

LINER SERVICES

Sinokor : 'FEM'
South Korea - China - Malaysia

Vessels Deployed

4 x 2,500 - 2,800 teu

Port Rotation

Busan, Ulsan, Kwangyang, Shanghai, Port Kelang (North), Penang, Hong Kong, Shanghai,

Additionally, Heung A Line, while remaining a participant, is expected to pull out its own tonnage from the loop.

Heung A's 2,782 teu NINGBO VOYAGER is scheduled to phase out of 'FEM' on 24 January at Kwangyang. This leaves Sinokor as the sole vessel operator for the service moving forward.

The 'FEM' continues to turn in four weeks with four 2,500 - 2,800 teu vessels, maintaining its current rotation: Busan, Ulsan, Kwangyang, Shanghai, Port Kelang (North), Penang, Hong Kong, Shanghai, Busan.

With its departure from 'FEM', SITC's direct coverage of Penang is expected to be curtailed. The Chinese operator, however, continues to offer direct connections between South Korea, Central and Malaysia through its other regional offerings.

OOCL reorganizes Surabaya and Semarang coverage

Orient Overseas Container Line (OOCL) earlier this month reconfigured its feeder coverage between Singapore and the Indonesian ports of Surabaya and Semarang.

The Hong Kong-based carrier has removed these two Indonesian ports from its Straits-Indonesia-Southern Vietnam butterfly service, the 'IVS'. Consequently, the loop has been shortened and rebranded back to its original 'VSX' (Vietnam Straits Express) designation.

Under its revised rotation, the 'VSX' now resumes as a dedicated shuttle between Singapore and Ho Chi Minh City (Cat Lai). The service continues to deploy the 1,930 TEU CEBU, which started this revised rotation on 17 January ex Singapore.

Meanwhile, to maintain its Indonesian coverage, OOCL has resumed slots participation on two of Samudera's dedicated Indonesian feeders: the Singapore-Surabaya 'SUB' loop (which OOCL markets as 'SBY1') and Singapore-Semarang 'SRG' loop (marketed by OOCL as 'SRG').

OOCL kicked off its participation on the 'SUB' on 23 January and on the 'SRG' on 24 January.

With this move, OOCL has reverted to its pre-July 2025 setup. At the time, the carrier ceased its slots arrangement on these two strings in favor of covering the Indonesian ports with its own then expanded 'IVS' loop.

In addition to these newly resumed slots, OOCL is also still serving Surabaya and Semarang using other regional services.

OOCL : 'VSX'
Singapore - Vietnam

Vessels Deployed

1 x 1,900 teu

Port Rotation

Singapore, Ho Chi Minh City (Cat Lai), Singapore

OOCL : 'SBY1'
Singapore - Indonesia

Vessels Deployed

Slots on Samudera

Port Rotation

Singapore, Surabaya, Singapore

OOCL : 'SRG'
Singapore - Indonesia

Vessels Deployed

Slots on Samudera

Port Rotation

Singapore, Semarang, Singapore

ONE revises Turkey – Egypt – Spain coverage

Ocean Network Express (ONE) will at the end of February revamp its coverage between Turkey, Egypt and Spain.

The carrier will revise the rotation of its Spain-Turkey 'ST2' service and introduce two new East Med – Spain loops, marketed as 'AS1' and 'AS2'.

Details of the revised Turkey – Egypt – Spain offering stand as follows:

► With the departure of the 1,708 teu ONE-operated PENANG BRIDGE on 28 February from Alexandria, the Singapore-based carrier will add a new call at Algeciras to the 'ST2', at the expense of Yarimca, Barcelona, and Valencia.

ONE launched this 'ST2' last year and jointly operates it with Dubai-based carrier Global Feeder Shipping (GFS), which markets the shuttle as 'TES'.

The 'ST2' / 'TES' continues to turn in three weeks with three ships (2 x ONE, 1 x GFS) of between 1,700 – 1,800 teu, calling at Alexandria, Damietta, Nemrut Bay, Ambarli (Istanbul Area), Algeciras, Alexandria.

► To maintain a link between Istanbul, Valencia and Barcelona, ONE concluded a slot agreement with Arkas, Maersk, and CMA CGM on their jointly operated Aegean Sea & Dardanelles-Spain service, branded as 'ASA', 'MARMARA SEA', and 'Marmara Express' by the respective lines.

ONE will market the loop as 'Aegean Spain 1' or 'AS1' and will offer a first sailing with the 2,702 teu Maersk-operated ELISABETH P. on 27 February ex Istanbul (Ambarli). The loop turns in three weeks with 3 x 2,700 – 3,100 teu units, calling at Fos, Valencia, Castellon, Barcelona, Piraeus, Istanbul (Ambarli), Yarimca, Gemlik, Nemrut Bay, Fos. ONE will take slots on the entire rotation.

► The second new East Med – Spain loop is the 'AS2', which ONE also markets as 'Alexandria Spain 2' service. ONE will offer this loop through slots on Maersk's East Med – West Med 'Mediterranean Sea C'.

The Singapore-headquartered carrier will offer a first sailing on the 'AS2' with the 2,274 teu NORA MAERSK on 23 February from Alexandria. The loop turns in four weeks with 4 x 2,300 – 2,550 teu ships, calling at Mersin, Haifa, Alexandria, Valencia, Barcelona, Casablanca, Algeciras, Tanger Med, Mersin. ONE's slots will be limited to Alexandria, Valencia, Barcelona.

ONE: 'ST2', GFS: 'TES'
East Med - West Med

Vessels Deployed

3 x 1,700 - 1,800 teu

Port Rotation

Alexandria, Damietta, Nemrut Bay, Ambarli (Istanbul Area), Algeciras, Alexandria

ONE: 'AS1'
East Med - West Med

Vessels Deployed

Slots on Arkas / Maersk / CMA CGM

Port Rotation

Fos, Valencia, Castellon, Barcelona, Piraeus, Istanbul (Ambarli), Yarimca, Gemlik, Nemrut Bay, Fos

ONE: 'AS2'
East Med - West Med

Vessels Deployed

Slots on Maersk

Port Rotation

Alexandria, Valencia, Barcelona

LINER SERVICES

Ametist Line: Russia-Israel-Turkey service
Black Sea – East Med

Vessels Deployed

1 x 702 teu

Port Rotation

Novorossiysk, Haifa, Ashdod, Izmir, Novorossiysk

Ametist Line adds Turkey to Russia – Israel service

Ametist Line, a relatively new Russian carrier, will early next month add Izmir to the rotation of its Russia – Israel service.

The company, founded in 2022, nominated the 702 teu RMS MEL to perform the first sailing of the updated Black Sea - East Med loop on 22 January from Novorossiysk. She is expected to make its debut at Izmir on 2 February.

The updated Russia – Israel – Turkey loop continues to turn in two weeks with the RMS MEL, calling at Novorossiysk, Haifa, Ashdod, Izmir, Novorossiysk.

MSC revises rotation of North Europe - East Med ‘Aegean Service’

MSC will next week add a new call at Malaga to the rotation of its North Europe - East Med ‘Aegean Service’, at the expense of Rotterdam.

At the same time, the Geneva-based carrier will in mid-February add a sixth ship to the loop, the 4,852 teu MSC MANZANILLO V.

With the departure of the 5,042 teu SANTA MARIA on 6 February from Liverpool, the extended ‘Aegean Service’ will turn in six weeks (one week more), with 6 x 4,400 – 5,100 teu ships, calling at Liverpool, Antwerp, London Gateway Port, Malaga, Piraeus, Thessaloniki, Izmir, Gebze, Tekirdag, Piraeus, Gioia Tauro, Sines, Liverpool.

CLdN introduces Benelux – Portugal lolo service

The European short sea roro operator CLdN (Compagnie Luxembourgeoise de Navigation) launched last weekend a new lolo service connecting Rotterdam with the Portuguese port of Leixoes.

CLdN operates the new weekly service with the 803 teu FINE SCHEPERS, and offered a first sailing from Rotterdam on 25 January.

The new Benelux – Portugal lolo service complements two roro ships trading between Rotterdam and Leixoes, increasing the frequency to three sailings per week and direction.

Of note, the FINE SCHEPERS used to shuttle between Rotterdam and Dublin in CLdN’s Benelux-Ireland service together with the 974 teu ANDROMEDA J.

CLdN’s new 1,208 teu RIKE J, delivered in October and named at Wilhelmshaven earlier this month, replaces the FINE SCHEPERS and started trading between Rotterdam and Dublin last weekend.

MSC: ‘Aegean Service’
North Europe - East Med

Vessels Deployed

6 x 4,400 - 5,100 teu

Port Rotation

Liverpool, Antwerp, London Gateway Port, Malaga, Piraeus, Thessaloniki, Izmir, Gebze, Tekirdag, Piraeus, Gioia Tauro, Sines, Liverpool

CLdN: Benelux-Portugal service (lolo)
North Europe – Iberia

Vessels Deployed

1 x 803 teu

Port Rotation

Rotterdam, Leixoes, Rotterdam

The new ship is the first in a series of 16 conventionally-powered ‘Envirofeeder’ types, designed for 45-foot and pallet-wide containers which are common in the European short-sea, logistics and trucking sector.

It is 154.94 m long and 24.50 m wide and has a forward accommodation block and bridge.

Gemini adds Wilhelmshaven to Rotterdam - Belgium - France shuttle

Maersk and Hapag-Lloyd this week add a new call at Wilhelmshaven to the rotation of their jointly operated Rotterdam-Belgium-France shuttle.

This loop, marketed as ‘Europe Shuttle 6/E6’ and ‘BFS’ by the two carriers, is served within the scope of the Gemini Cooperation.

The addition of Wilhelmshaven to the shuttle increases the round voyage time from previously one week to two.

To maintain weekly sailings, the carriers add a second ship to the loop, the 1,930 teu Hapag-Lloyd operated DURANDE. She will add to the Maersk operated 1,794 teu MACAO.

The DURANDE is scheduled to make her debut at Wilhelmshaven on 27 January. The updated ‘E6/BFS’ will turn in two weeks (one week more) with 2 x 1,800 – 1,950 teu ships, calling at Antwerp, Le Havre, Rotterdam, Wilhelmshaven, Antwerp.

Maersk and Hapag-Lloyd modify Germany-Baltic loops

Maersk and Hapag-Lloyd are in the process of reshuffling their Germany – Baltic loops, mainly focusing on the connections linking Hamburg, Bremerhaven, and Wilhelmshaven with Gdansk and Gdynia.

The revamp of services includes a revised rotation of a Gemini Germany-Poland shuttle, a new Maersk-operated German-Gdansk loop, two updated Maersk Germany-Baltic loops, a revised Hapag-Lloyd Germany-Baltic service, and the closure of an existing Hapag-Lloyd Germany-Lithuania-Poland loop.

Details of the updated Maersk/Hapag-Lloyd Germany-Poland setup are as follows:

- ▶ Maersk will revise the rotation of its weekly Germany-Poland shuttle which the carrier markets as ‘E3’ and operates in the frame of the Gemini Cooperation. Hamburg will replace Bremerhaven and Gdansk will be dropped from the loop, on which Hapag-Lloyd is slotting (‘PGS’).

Gemini: Maersk: ‘E6’, Hapag-Lloyd: ‘BFS’
Intra NW Europe

Vessels Deployed

2 x 1,800 - 1,950 teu

Port Rotation

Antwerp, Le Havre, Rotterdam, Wilhelmshaven,
Antwerp

Gemini (Maersk-operated): ‘E3’
NW Europe-Baltic

Vessels Deployed

2 x 2,750 teu

Port Rotation

Hamburg, Wilhelmshaven, Gdynia, Hamburg

LINER SERVICES

Maersk: Germany-Baltic shuttle
NW Europe-Baltic

Vessels Deployed

2 x 4,822 teu

Port Rotation

Bremerhaven, Wilhelmshaven, Gdansk, Bremerhaven

Maersk: 'E15'
NW Europe-Baltic

Vessels Deployed

2 x 2,500 teu

Port Rotation

Bremerhaven, Hamburg, Gdansk, Bremerhaven

Maersk: 'L02'
NW Europe-Baltic

Vessels Deployed

2 x 3,600 teu

Port Rotation

Bremerhaven, Klaipeda, Kotka, Bremerhaven

Hapag-Lloyd: 'BAX'
NW Europe-Baltic

Vessels Deployed

2 x 1,450 teu

Port Rotation

Wilhelmshaven, Hamburg, Tallinn, Riga, Rauma, Helsinki, Wilhelmshaven

The updated 'E3/PGS' itinerary is scheduled to commence with the sailing of the 2,742 teu GSL ELIZABETH on 27 January ex Hamburg and will take in Hamburg, Wilhelmshaven, Gdynia, Hamburg with 2 x 2,750 teu ships.

► To maintain a second Bremerhaven – Gdansk link, Maersk will next week launch a new Germany-Baltic shuttle. The Copenhagen-based carrier will operate the loop with the two 4,822 teu ships MAERSK UTAH and MAERSK GIRONDE.

The latter will kick off the loop when it departs from Bremerhaven on 28 January, with further calls at Wilhelmshaven, Gdansk, Bremerhaven.

► Maersk will remove Wilhelmshaven from the rotation of its weekly Germany-Baltic 'E15' shuttle. The updated rotation is scheduled to commence with the sailing of the 2,474 teu JPO GEMINI on 25 January from Bremerhaven.

The 'E15' will continue to turn in two weeks with 2 x 2,500 teu ships, calling at Bremerhaven, Hamburg, Gdansk, Bremerhaven.

► In early February, Maersk will re-instate Klaipeda to the rotation of its weekly NW Europe-Baltic Loop ('L02'), at the expense of Gdynia. The Danish line nominated the 3,596 teu VILNIA MAERSK to perform the first sailing of the updated loop on 4 February from Bremerhaven.

The 'L02' will continue to turn in two weeks with 2 x 3,596 teu ships, calling at Bremerhaven, Klaipeda, Kotka, Bremerhaven.

► Hapag-Lloyd will next month revise the rotation of its 'Baltic Sea Feeder' ('BAX') with the addition of Klaipeda and Riga at the expense of Gdynia.

The 'BAX' will continue to turn in two weeks with the 1,440 teu sister ships EMOTION and EMPIRE, calling at Wilhelmshaven, Hamburg, Tallinn, Riga, Rauma, Helsinki, Wilhelmshaven.

The Hamburg-headquartered carrier nominated the EMOTION to perform the first sailing of the updated 'BAX' on 5 February from Wilhelmshaven.

► With the arrival of the 1,707 teu GREEN HOPE on 6 February in Wilhelmshaven, Hapag-Lloyd will discontinue its weekly 'Poland Express Feeder' ('PEX').

The German line launched this loop ten years ago and used to operate it with 2 x 1,700 – 1,850 teu ships, calling at Hamburg, Wilhelmshaven, Klaipeda, Gdynia, Hamburg.

CMA CGM: 'Brazex' US Gulf - NCSA - ECSA
Vessels Deployed
9 x 2,900-6,700 teu
Port Rotation
Veracruz, Bayport (TX), New Orleans, Caucedo, Cartagena (Col), Santos, Paranagua, Imbituba, Santos, Rio de Janeiro, Salvador, Cartagena (Col), Turbo, Kingston, Veracruz

CMA CGM adds Turbo to USG-ECSA service

CMA CGM is to add calls at Colombia's Puerto Antioquia (Turbo) terminal to its US Gulf-NCSA-ECSA 'Brazex' service, effective from the end of the month.

The service will then call at Veracruz, Bayport (TX), New Orleans, Caucedo, Cartagena (Col), Santos, Paranagua, Imbituba, Santos, Rio de Janeiro, Salvador, Cartagena (Col), Turbo, Kingston, Veracruz. The loop will be run with nine ships of 2,900 to 6,700 teu in its extended form, versus eight units so far. The first call at the Turbo facility will be provided by the 5,605 teu HANS SCHULTE on 30 January.

Of note, COSCO SHIPPING Lines which operates the 'Brazex' jointly with CMA CGM, branding the service 'BZX' is for the time being not advertising the new call.

The 'Brazex' will not be CMA CGM's only long-haul service to call at the new Colombian facility. At the end of January the French carrier's Med-Caribbean-NCSA-ECSA 'MedCarib' service operated jointly with compatriot Marfret will also start serving Puerto Antioquia regularly.

In early February, a third deep-sea service of CMA CGM, the North Europe-French Antilles-Centram 'PCRF XL' service will follow suit.

Located approximately 300 km north-east of Medellín in the Gulf of Uraba, Puerto Antioquia is operated by the local port authority, Puerto Bahía Colombia de Urabá (PBCU) in co-operation with CMA CGM.

It aims to become one of Colombia's main maritime gateways on the Atlantic coast. Initially offering a 570 m long pier with a 16.30 m depth alongside and three STS cranes, the facility will be able to handle up to 600,000 teu per year in a first stage.

Fjord Havn adds Belize - Haiti link

America-based Fjord Havn Feeders has started a service connecting Belize with Haiti, including a wayport call at Kingston, Jamaica.

The service calls at Belize City, Kingston, Port-au-Prince, Belize City using the 448 teu chartered ARIES. Sailings are provided every ten days.

The service is used by Hapag-Lloyd which takes slots on the whole rotation, replacing its former slot agreement on the same route with Caribbean Feeder Services (CFS) on the carrier's Belize Feeder.

Fjord Havn Feeders operates another regional service in the Americas connecting Colombia with Venezuela. This loop, which uses the 1,042 teu chartered SKY LIGHT calls at Cartagena (Col), Puerto Cabello, La Guaira, Cartagena (Col), with sailings every ten days.

Fjord Havn Feeders Centram - Caribbean
Vessels Deployed
1 x 450 teu
Port Rotation
Belize City, Kingston, Port-au-Prince, Belize City

VESSELS

Containership Deliveries in January

Vessel Name	teu	Operator
BARCELONA MAERSK	17,480	Maersk
CMA CGM M'TE CRISTO	16,136	CMA CGM
CMA CGM THORIUM	13,136	CMA CGM
MSC SARY	11,400	MSC
ECO GHIBLI	1,250	X-Press

right: The new CMA CGM MONTE CRISTO is the lead unit in a series of 'maxi neo-panamax' container vessels that DSIC will build for CMA CGM.

The new ship is 366.00 m long and 51.00 m (20 rows) wide, with a deadweight of 156,100 tons on a maximum draft of 16.00 m.

photo: DSIC / CSSC

DSIC Tianjin Shipyard delivers the CMA CGM MONTE CRISTO (16,136 teu, MDF)

CSSC (Tianjin) Shipbuilding, a subsidiary of Dalian Shipyard (DSIC) and part of China's CSSC Group, this week delivered the 16,136 teu container vessel CMA CGM MONTE CRISTO to CMA CGM of France.

The new ship is a methanol-powered 'maxi-neo-panamax' ('M-NPX') vessel and the first ship in a series of six methanol-enabled sisters for the world's third-largest ocean carrier.

CMA CGM's new container ship is 366.00 m long and 51.00 m (20 rows) wide, with a deadweight of 156,100 tons on a maximum draft of 16.00 m.



The MARIC-designed vessel is powered by an MAN B&W - 8G 95ME-C9-LGIM type methanol dual-fuel main engine, and she has auxiliary power for up to 1,000 reefer containers.

The French line ordered this series in February 2023 for a price of around USD 175 M per ship

CMA CGM will deploy the CMA CGM MONTE CRISTO on the Asia - Mediterranean Sea 'BEX2' service, aka 'Phoenician Express'. This loop is part of the OCEAN Alliance Far East - Med offering ('MED5').

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

New Times Shipyard (NTS) will later this week deliver the new container ship MSC SARY.

The 11,400 teu vessel is unit number eight in a series of ten LNG dual-fuel sisters that the Chinese builder will hand over to MSC in 2025 and this year. Ships eight and nine of the type are scheduled to come on stream until April as the MSC BOSTON and MSC SABRINA.

VESSELS

'Asian owner' in talks for 3,000 teu ships?

Brokerage sources report that an unnamed 'Asian owner' was in talks with a yard of China's CSSC Group for a new series of 3,000 teu container vessels.

So far, Alphaliner was not able to confirm the identity of the interested party, but understands that Malaysia's MTT could be looking for such tonnage (see page 3).

In recent months, there has been a literal wave of newbuilding contracts for ships this size class.

Orders referred to as '3000 teu category' either fall into the upper end of the 'Chittagongmax' class (186.00 x 35.20 m / 2,900 to 3,000 teu) or concern slightly larger ships with lengths of around 199.00 m and container intakes from 3,100 to 3,300 teu.

Danaos behind 5,300 teu pair from Wenchong

Alphaliner understands that the Greek-led non-operating owner Danaos is the hitherto unknown owner behind two fresh orders for 5,300 teu container ships from Guangzhou Wenchong Shipyard.

In its initial coverage, Alphaliner suggested that Danaos was a likely candidate, and brokerage sources now support this view.

The 'Swan 5300' teu type ships will likely be due in the second half of 2028 and they are expected to cost just over USD 60 M per vessel.

The SDARI-designed MSC SARY 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 series compliment ten similarly-sized ships designed by CIMC ORIC, that Zhoushan Changhong International Shipyard (ZCIS) is currently building for MSC.

The carrier's newest ship is scheduled to join the Asia - ECSA loop 'Ipanema', which MSC runs in partnership with Hapag-Lloyd ('AS2') and ONE ('SX1'). The loop is operated with 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).

MSC contributes five of the service's 13 ships and it deploys tonnage from 10,800 to 12,100 teu.

NBOSCO orders four more 4,300 teu ships from GWS

The Ningbo Ocean Shipping Company (NBOSCO) has ordered four container vessels of 4,300 teu from compatriot shipyard CSSC Huangpu Wenchong Shipbuilding, better known as Guangzhou Wenchong Shipyard (GWS).

According to a stock exchange filing, the Chinese owner and liner operator will pay a price of USD 58.85 M per unit, with deliveries expected in 2029.

For NBOSCO, the four ships will add to four similar vessels ordered from the same yard last August, taking the series to eight sisters. The Chinese regional liner has opted for conventionally-powered and scrubber fitted ships, most likely of the 'SDARI Sealion 4300' type.

NBOSCO currently owns 45 containerships with capacities ranging from about 700 to 3,300 teu.

The carrier's orderbook now comprises 14 ships, including eight ocean-going vessels of 4,300 teu from GWS, four ocean ships of 2,700 teu, also from GWS, and two fully electric 740 teu ships for coastal and river trading from Jianxin Jianxin Shipyard.

NBOSCO's network covers the Chinese domestic trade, as well as intra-Asia and Far East - Middle East routes.



Norden charters back MPP orders from Wealth Holdings

Singapore-based Wealth Holdings Shipping this week signed newbuilding orders for a series of four 17,400 dwt multipurpose vessels with China's Jiangsu Haitong Shipyard.

The contracts come with two pairs of options attached, potentially taking the series to eight units.

Wealth Holdings' orders are backed by time charter commitments from the Denmark based commercial operator, DS Norden.

Alphaliner does not yet know a price and a delivery schedule, but the first ship could be due in 2028

Shanghai Bestway Marine Engineering provided the design for the new vessel type.

Detailed technical specifications have not been disclosed yet, but illustrations show that the ships will come with many of the features typical for modern multipurpose and heavy-lift ships.

This includes a vertical bulbless bow, a forward accommodation block, side-mounted cranes that can work independently or in tandem mode, and a large unobstructed open cargo deck to allow for the carriage of fairly light but voluminous cargo such as wind turbine parts.

MSC orders 5,000 teu pair from Guoyu Shipyard

The world's largest container line is believed to have signed firm new-building orders for a series of mid-sized container ships with Yangzhou Guoyu Shipyard of China.

Some brokerage sources claim that MSC has ordered two conventionally powered 5,000 teu ships plus options, while others suggest that a total of five orders are already firm. Guoyu is scheduled to deliver the first ships in the second half of 2028 and additional units could then come on stream later that year or in early 2029.

Last year, ships from about 4,800 to 5,300 teu were ordered for prices of around USD 60 M to USD 61.5 M from yards such as Guoyu, Wuhu, or Guangzhou Wenchong. Nevertheless, some brokerage sources claim that MSC will pay less than USD 60 M per unit. If true, this could mean that the ships will have fairly low technical specifications, such as a small engine and a low reefer intake.

MSC already has the largest orderbook of any carrier at over 2.10 Mteu, or close to 30% of its current fleet capacity. Apart from orders for two 3,700 teu ships with LNG propulsion placed in late 2021, which may since have been quietly cancelled, MSC's entire 120 ship newbuilding pipeline is for vessels of 10,000 teu or larger.

MSC however acquired countless second-hand ships in the sub-10,000 teu category over the past four years.

China Merchants taps in-house yard for 3,000 teu ships

China Merchants Energy Shipping (CMES) has announced orders for four 3,000 teu container vessels.

The Shanghai-listed company last week said that, through wholly owned subsidiaries, it will enter into shipbuilding agreements with subsidiaries of China Merchants Industry (CMI) for the construction of the vessels. Both CMES and CMI are part of the state-owned China Merchants Group conglomerate. Total investment for the quartet is capped at approximately USD 190 M, representing a per-vessel price of USD 47.5 M.

The ships will be ordered with conventional propulsion, and they will come equipped with exhaust gas scrubbers. CMES' pricing is in line with recent orders for similar scrubber-fitted units, which range from USD 45 M to USD 48 M at major Chinese yards.

Alphaliner does not yet know at which of the CMI Group yards the vessels will be built.

The main yards of the group, at Weihai and on the Yangtze River are prolific builders of roro and ropax ships, but their portfolio has recent-

ly expanded to mid-size container vessels of up to 6,000 teu with orders from Zodiac Maritime and Eastern Pacific Shipping.

Rumors suggest that CM Jinling Shipbuilding (Nanjing) will construct the four 3,000 teu vessels, rather than CM Jinling Shipbuilding (Weihai), despite the latter being the yard with a container ship building track record. Delivery of the four CMES newbuildings is scheduled for 2027 and 2028. This favorable delivery timeline is cited by CMES as one of the primary drivers for opting for an in-house order at CMI over external competitors.

This new tonnage is intended to modernize the fleet and optimize the regional routes of the group's container operating arm, of which CMES's wholly owned subsidiary, Sinotrans Container Lines, has recently increased the group's stake in Antong Holdings.

Changxing Shipyard: COSCO's methanol conversion scheme progresses

COSCO SHIPPING's program to convert four conventionally-powered mainline container ships to methanol dual-fuel propulsion is making progress with the imminent re-delivery of the first upgraded 'maxi neopanamax' ('M-NPX') vessel to the carrier.

The 13,800 teu COSCO SHIPPING PEONEY is currently on sea trials, soon ready to re-enter service, while her sister ship COSCO SHIPPING JASMINE is still being worked on. Last year, the Chinese carrier already had two 'megamax' ('MGX') container ships converted to methanol power:



The COSCO SHIPPING PEONEY departs from Changxing Island for the first sea trials after her conversion to methanol dual-fuel.

The 20,119 teu sisters COSCO SHIPPING LIBRA and COSCO SHIPPING GEMINI underwent the procedure at COSCO HI Changxing Shipyard in August and October of 2025.

The same yard is currently converting the 13,800 teu pair.

Works on the 'megamax' pair included the transformation of the ships' MAN B&W 11S90ME-C10.5 main engine into an MAN B&W 11S90ME-LGIM10.5 type dual-fuel powerplant that is capable of running on methanol.

In addition to this, the yard upgraded all auxiliary engines to methanol, installed additional piping, and fitted a large new methanol fuel tank.

The same scope of work is now being carried out on the 'M-NPX' ships, which, despite their much smaller size, have the same base model main engine, just with a different de-rating.

COSCO's main engine conversions were supervised by and carried out in partnership with MAN Energy Solutions, which recently re-branded to 'Everllence'.

Due to the lower energy density of methanol compared to conventional fuel oil, the ships' new tanks need to be rather large, which means that both types will lose some cargo capacity.

So far, however, COSCO has not yet revealed an updated intake figure for each of the two converted types.

The COSCO SHIPPING PEONEY and COSCO SHIPPING JASMINE were built at Hudong Zhonghua's Jiangnan Changxing Shipyard. They are part of an eight-ship series of 'Flower' class vessels, delivered in 2018 and 2019.

Colombo East Terminal commissions a third berth

About two months after the second berth, the Sri Lanka Ports Authority (SLPA) last week formally commissioned the third berth at the Colombo East Container Terminal (CECT).



above: Three vessels are being handled at the Colombo East Container Terminal. The photo also shows that most of the container yard is still a construction site.

right: Three terminals operate on the outer port of Colombo. From left to right, these are East (CECT), South (CICT) and West (CWIT).

In the inner port, Jaya and SAGT are partially visible on the very left.

photo: SLPA



partially complete, but the remaining construction is expected to be finalized next month. Then, the Colombo East Container Terminal will have reached its final quay length of approximately 1,300 m with a 18.00 - 20.00 m water depth alongside.

Equipped with twelve large ship-to-shore gantry cranes and a 43 hectares yard, the fully-completed CECT will be able to accommodate three large mainline ships. It should then have an annual design capacity of around 3.00 Mteu.

For 2026, the SLPA has established a throughput target of 1.50 Mteu for 2026.

Located on the itinerary of major east-west shipping lanes, the terminal serves as a transhipment hub for the Indian subcontinent and the Bay of Bengal.

With the pier extension in service, CECT thus welcomed three vessels alongside simultaneously for the first time.

These included two mainliners, the 19,437 teu MSC REEF and the 15,282 teu MAERSK HANGZHOU, as well as the 1,842 teu LILA MOMBASA. The latter currently operates for CMA CGM on the carrier's Colombo - 'Male Shuttle' service.

At the moment CECT berth 3 is only



above: The transport vessel ZHEN HUA 24 sets sail from ZPMC's factory in Shanghai with the four large STS for Houston Barbour's Cut terminal.

photo: ZPMC

CECT is one of five container terminals at Colombo, alongside the South Asia Gateway Terminal (SAGT) and the Jaya Terminal in the inner (aka old) port, and the Colombo West (CWIT) and South (CICT) terminals in the outer port.

ZPMC delivers four STS to Houston Barbours Cut

Shanghai Zhenhua Heavy Industries (ZPMC) is set to deliver four ship-to-shore (STS) gantry cranes to the Barbours Cut Terminal (BCT) this week.

Transported to the USA fully assembled aboard the heavy-load vessel ZHEN HUA 24, the 'megamax' ready cranes from China feature a 64.30 m outreach and a lifting height of 48.00 m above the quay.

Ordered by the Port of Houston Authority in 2024, the cranes form part of an eight-unit acquisition worth USD 113 M.

The remaining four STS from ZPMC are destined for Houston's Bayport container terminal and are expected to arrive later this year.

The Port of Houston Authority notified that the new equipment is subject to a potential 45% tariff under USTR Section 301 and the International Economic Emergency Powers Act. This could result in an additional payment of up to USD 45M to the US Customs and Border Protection administration.

At Barbours Cut the first cranes will replace smaller STS currently positioned at the terminals berths 5 and 6.

Houston's Barbours Cut has 1,800 m of quay and approximately 100 hectares of container yard. It is currently equipped with 13 STS cranes, including seven large units from ZPMC (3) and Konecranes (4), plus six smaller models. Some of the smaller cranes are expected to be decommissioned once the four latest ones enter service.

Barbours Cut typically handles container ships of up to 8,000 teu and is primarily used by MSC and the Gemini partners Maersk and Hapag-Lloyd, which call at the terminal with various Transatlantic and Asia - US Gulf services.

As part of the Houston Master Plan, seaward access to the terminal will be improved by means of further dredging and channel deepening, particularly allowing ultra-large container ships to reach Houston's terminals.

New name: Hanseatic Global Terminals Le Havre

Almost a year after Hapag-Lloyd's port operating branch Hanseatic Global Terminals (HGT) acquired a 60% majority stake in the CNMP



above: Operated by the Compagnie Nouvelle de Manutentions Portuaires, the terminal was either known as CNMP Le Havre or by its traditional name Atlantique Terminal.

About one year after Hapag-Lloyd's buy-in, the terminal has now been rebranded Hanseatic Global Terminals Le Havre (or HGT Le Havre for short).

photo: Hapag-Lloyd

LH terminal at Le Havre, the facility at France's largest container port has now been re-branded.

The German carrier will henceforth refer to the facility as Hanseatic Global Terminals Le Havre (HGT Le Havre).

Seafrigo, a French cold chain logistics group, is Hapag-Lloyd's local partner in HGT Le Havre with a 40% equity stake.

Le Havre ranks among Europe's top-10 container ports and is France's main gateway for sea transport, handling around 3.00 Mteu annually.

HGT Le Havre is located in the old (inner) part of the port, but it lies outside the locks in the tidal basins.

It offers some 800 m of pier with four ship-to-shore cranes and on-dock rail access. As one of the smaller Le Havre terminals, the facility has an annual design capacity of around 500,000 teu.

HGT itself was only established in 2023. It is an independent entity operating under the Hapag-Lloyd group of companies, focused on terminals and infrastructure.

It consolidates the port assets that Hapag-Lloyd successively acquired over the past years. Hanseatic Global Terminals plans to become a global operator, expanding to approximately 30 terminals by 2030.

WHL secures stake in Osaka's terminal C-9

Wan Hai Lines has announced the acquisition of Terminal C-9 in the Japanese port of Osaka.

In a filing submitted to the Taiwan Stock Exchange, the shipping line stated that it agreed to pay the publicly-owned port landlord Kobe-Osaka International Port Corporation the equivalent of USD 87 M to utilize the facility.

As part of the buy-in, Wan Hai Lines will enter into a partnership with the existing lessee of the site, the Mitsui Warehouse Terminal Service Company.

Covering a total land area of approximately 13 ha, the C-9 terminal features a 350 m quay with a depth of 13.50 m. It is equipped with three ship-to-shore cranes. The terminal primarily handles regional trade, which is the core business of the Wan Hai Lines, which already accounts for roughly two-thirds of the traffic at C-9.

The port of Osaka comprises twelve container berths in total, representing an aggregated pier length of 3,450 m, and regularly receives vessels of up to 9,500 teu.