The MSC GÜLSÜN, delivered on 4 July 2019 by Samsung Heavy Industries, has become the largest containership in the world.

The scrubber-fitted MSC GÜLSÜN is the first ‘megamax-24’ (or ‘MGX-24’) containership, a vessel class that stows 24 rows on containers across deck with a beam of 61.50 m.

These new vessels are one row wider than the current ‘megamax-23’ ships of 18,000-21,000 teu, which feature beams of 58.60-59.00m.

Their wider beam gives ‘MGX-24’ ships a higher nominal container intake of 23,000 teu, while their length overall (Loa) remains at 400 m, similar to ‘MGX-23’ ships.

So far, 32 ‘MGX-24’ have been ordered: twelve units for HMM, eleven for MSC, and nine for CMA CGM. Additionally, a number of carriers are said to be in the market for tonnage of this type.

### Chart of the week

<table>
<thead>
<tr>
<th>Containership</th>
<th>Nominal TEU</th>
<th>LOA m</th>
<th>Breath m</th>
<th>Depth m</th>
<th>Draft m</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSC GÜLSÜN</td>
<td>22,960</td>
<td>399.9</td>
<td>61.5</td>
<td>33.2</td>
<td>16.5</td>
</tr>
<tr>
<td>Operated by MSC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built by Samsung H.I.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MSC also has 5 units to be built at DSME</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OOC HONG KONG</td>
<td>21,413</td>
<td>399.9</td>
<td>58.8</td>
<td>32.5</td>
<td>16.0</td>
</tr>
<tr>
<td>Operated by OOCL/COSCO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built by Samsung H.I.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COSCO SHIPPING UNIVERSE</td>
<td>21,237</td>
<td>399.9</td>
<td>58.6</td>
<td>33.5</td>
<td>16.0</td>
</tr>
<tr>
<td>Operated by COSCO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built by CSMC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COSCO also has in addition 11 units of 19,200-20,100 teu built in CSC/CSC/COSCO shipyards</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MADRID MAERSK</td>
<td>20,568</td>
<td>399.0</td>
<td>58.6</td>
<td>33.2</td>
<td>16.5</td>
</tr>
<tr>
<td>Operated by Maersk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built by Daewoo (DSME)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EVER GOLDEN</td>
<td>20,388</td>
<td>400.0</td>
<td>58.8</td>
<td>32.9</td>
<td>16.0</td>
</tr>
<tr>
<td>Operated by Evergreen</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built by Imabari</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOL TRIUMPH</td>
<td>20,170</td>
<td>400.0</td>
<td>58.8</td>
<td>32.8</td>
<td>16.0</td>
</tr>
<tr>
<td>Operated by MOL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built by Samsung H.I.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BARZAN</td>
<td>19,870</td>
<td>400.0</td>
<td>58.6</td>
<td>30.6</td>
<td>16.0</td>
</tr>
<tr>
<td>Operated by UASC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built by Hyundai Samho/Hyundai H.I.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MSC OSCAR</td>
<td>19,224/19,437</td>
<td>395.4</td>
<td>59.0</td>
<td>30.3</td>
<td>16.0</td>
</tr>
<tr>
<td>Operated by MSC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built by Daewoo (DSME)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MSC also has in addition 6 units of 19,462 teu built in Samsung and 2 units of 19,368 teu at Hyundai H.I.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CSCL GLOBE</td>
<td>18,982</td>
<td>399.7</td>
<td>58.6</td>
<td>30.5</td>
<td>16.0</td>
</tr>
<tr>
<td>Operated by COSCO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built by Hyundai H.I.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maersk 'EE'</td>
<td>18,340</td>
<td>399.2</td>
<td>59.0</td>
<td>30.3</td>
<td>16.0</td>
</tr>
<tr>
<td>Operated by Maersk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Built by Daewoo (DSME)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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- Record ship for NZ port of Timaru
- Peru to re-evaluate Pisco Port expansion project
### ALLIANCE UPDATES

The world's largest containerships from 1956 to 2019

<table>
<thead>
<tr>
<th>Year</th>
<th>Ship</th>
<th>TEU</th>
<th>Origin/Shipyard</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>1956</td>
<td>IDEAL X</td>
<td>96</td>
<td>Converted T-2 tanker</td>
<td>Pan-Atlantic Steamship</td>
</tr>
<tr>
<td>1957</td>
<td>GATEWAY CITY</td>
<td>395</td>
<td>Converted C-2 cargo ship</td>
<td>Pan-Atlantic Steamship</td>
</tr>
<tr>
<td>1960</td>
<td>SANTA ELIANA</td>
<td>405</td>
<td>Converted C-2 cargo ship</td>
<td>Grace Line</td>
</tr>
<tr>
<td>1960</td>
<td>HAWAIIAN CITIZEN</td>
<td>490</td>
<td>Converted C-3 cargo ship</td>
<td>Matson</td>
</tr>
<tr>
<td>1962</td>
<td>ELIZABETHPORT</td>
<td>833</td>
<td>Converted T-3 tanker</td>
<td>Sea-Land Service</td>
</tr>
<tr>
<td>1966</td>
<td>TRENTO</td>
<td>1,066</td>
<td>Converted C-4 cargo ship</td>
<td>Sea-Land Service</td>
</tr>
<tr>
<td>1968</td>
<td>AMERICAN LANCER</td>
<td>1,210</td>
<td>USA (Sun Shipyard)</td>
<td>US Lines</td>
</tr>
<tr>
<td>1969</td>
<td>ENCOUNTER BAY</td>
<td>1,512</td>
<td>Germany (HDW)</td>
<td>Overseas Containers Ltd</td>
</tr>
<tr>
<td>1970</td>
<td>DART EUROPE</td>
<td>1,556</td>
<td>UK (Swan Hunter)</td>
<td>Dart Container Line</td>
</tr>
<tr>
<td>1971</td>
<td>EUROLINER</td>
<td>2,050</td>
<td>Germany (Rheinstahl-Nordseewerke)</td>
<td>Seatrain Lines</td>
</tr>
<tr>
<td>1972</td>
<td>TOKYO BAY</td>
<td>2,968</td>
<td>Germany (HDW)</td>
<td>Overseas Containers Ltd</td>
</tr>
<tr>
<td>1972</td>
<td>HAMBURG EXPRESS</td>
<td>3,010</td>
<td>Germany (Blohm &amp; Voss)</td>
<td>Hapag-Lloyd</td>
</tr>
<tr>
<td>1981</td>
<td>FRANKFURT EXPRESS</td>
<td>3,430</td>
<td>Germany (HDW)</td>
<td>Hapag-Lloyd</td>
</tr>
<tr>
<td>1984</td>
<td>AMERICAN NEW YORK</td>
<td>4,234</td>
<td>Korea (Daewoo)</td>
<td>US Lines</td>
</tr>
<tr>
<td>1988</td>
<td>PRESIDENT TRUMAN</td>
<td>4,528</td>
<td>Germany (HDW)</td>
<td>APL</td>
</tr>
<tr>
<td>1988</td>
<td>MARCHEN MAERSK</td>
<td>4,814</td>
<td>Denmark (Odense)</td>
<td>Maersk</td>
</tr>
<tr>
<td>1994</td>
<td>NYK ALTAIR</td>
<td>4,953</td>
<td>Japan (IHI)</td>
<td>NYK Line</td>
</tr>
<tr>
<td>1995</td>
<td>OCL CALIFORNIA</td>
<td>5,344</td>
<td>Japan (Mitsubishi)</td>
<td>OOCL</td>
</tr>
<tr>
<td>1996</td>
<td>REGINA MAERSK</td>
<td>7,403</td>
<td>Denmark (Odense)</td>
<td>Maersk</td>
</tr>
<tr>
<td>1997</td>
<td>SOVEREIGN MAERSK</td>
<td>8,200</td>
<td>Denmark (Odense)</td>
<td>Maersk</td>
</tr>
<tr>
<td>2000</td>
<td>CORNELIUS MAERSK</td>
<td>8,400</td>
<td>Denmark (Odense)</td>
<td>Maersk Sealand</td>
</tr>
<tr>
<td>2003</td>
<td>AXEL MAERSK</td>
<td>8,650</td>
<td>Denmark (Odense)</td>
<td>Maersk Sealand</td>
</tr>
<tr>
<td>2005</td>
<td>GUDRUN MAERSK</td>
<td>9,500</td>
<td>Denmark (Odense)</td>
<td>Maersk Sealand</td>
</tr>
<tr>
<td>2006</td>
<td>EMMA MAERSK</td>
<td>15,550</td>
<td>Denmark (Odense)</td>
<td>Maersk</td>
</tr>
<tr>
<td>2012</td>
<td>CMA CGM MARCO POLO</td>
<td>16,020</td>
<td>Korea (DSME)</td>
<td>CMA CGM</td>
</tr>
<tr>
<td>2013</td>
<td>MAERSK MCKINNEY MOLLER</td>
<td>18,340</td>
<td>Korea (DSME)</td>
<td>Maersk</td>
</tr>
<tr>
<td>2014</td>
<td>CSCL GLOBE</td>
<td>18,982</td>
<td>Korea (Hyundai H.I.)</td>
<td>China Shipping</td>
</tr>
<tr>
<td>2015</td>
<td>MSC OSCAR</td>
<td>19,244</td>
<td>Korea (DSME)</td>
<td>MSC</td>
</tr>
<tr>
<td>2015</td>
<td>BARZAN</td>
<td>19,870</td>
<td>Korea (Hyundai Samho)</td>
<td>UASC</td>
</tr>
<tr>
<td>2017</td>
<td>MOL TRIUMPH</td>
<td>20,170</td>
<td>Korea (Samsung H.I.)</td>
<td>MOL</td>
</tr>
<tr>
<td>2017</td>
<td>MADRID MAERSK</td>
<td>20,568</td>
<td>Korea (DSME)</td>
<td>Maersk</td>
</tr>
<tr>
<td>2017</td>
<td>OOCL HONG KONG</td>
<td>21,413</td>
<td>Korea (Samsung H.I.)</td>
<td>OOCL</td>
</tr>
<tr>
<td>2019</td>
<td>MSC GÜLSÜN</td>
<td>22,960</td>
<td>Korea (Samsung H.I.)</td>
<td>MSC</td>
</tr>
</tbody>
</table>

above: The 160 m long IDEAL X of SeaLand was built as a tanker in 1944 and converted into a container ship in 1956. She is generally regarded as the world’s first successful container vessel.

[Development of container ship sizes: 1965 to 2019](#)

**Nominal capacity in TEU**

- **Maximum**
- **Average newbuild TEU capacity**
- **Average Fleet TEU capacity**

**Nominal capacity in TEU**

- **ALPHALINER**

[Graphical representation of the development of container ship sizes from 1965 to 2019](#)
Transpacific carriers add extra loaders

Throughout July, COSCO, Maersk and MSC will continue to add ‘extra loaders’ to services on the transpacific route. The carriers do so, despite considerable uncertainty over prospects for cargo demand in the coming months. These extra loaders will compensate for the three blank sailings that were implemented by the OCEAN Alliance carriers in July, that removed 34,250 teu from the trade.

The extra loaders announced so far are as follows:-

<table>
<thead>
<tr>
<th>Carrier</th>
<th>Vessel</th>
<th>TEU</th>
<th>Sail date</th>
<th>Port rotation</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSC</td>
<td>NORTHERN DEMOCRAT</td>
<td>3,700</td>
<td>5 July</td>
<td>Yantian, Shanghai, Busan, Savannah, New York, Freeport</td>
</tr>
<tr>
<td>Maersk</td>
<td>ALS CERES</td>
<td>4,380</td>
<td>13 July</td>
<td>Shanghai, Busan, Savannah, Charleston, New York</td>
</tr>
<tr>
<td>COSCO</td>
<td>CSCL YELLOW SEA</td>
<td>10,036</td>
<td>16 July</td>
<td>Yantian, Xiamen, Shanghai, Los Angeles, Prince Rupert</td>
</tr>
<tr>
<td>COSCO</td>
<td>XIN NAN SHA</td>
<td>4,250</td>
<td>18 July</td>
<td>Yantian, Shanghai, Savannah, Charleston, Houston</td>
</tr>
<tr>
<td>Maersk</td>
<td>tbn vessel</td>
<td>tbd</td>
<td>23 July</td>
<td>Shanghai, Busan, Houston, Savannah</td>
</tr>
<tr>
<td>Maersk</td>
<td>tbn vessel</td>
<td>tbd</td>
<td>8 Aug</td>
<td>Shanghai, Busan, Houston, Savannah</td>
</tr>
</tbody>
</table>

Spot freight rates on the Far East - US route have firmed since the end of June, which prompted carriers to schedule additional sailings with ‘extra loaders’.

Most of the planned extra loaders are to serve the US East Coast and US Gulf, where vessel capacity on existing loops had to be reduced due to recent draft restrictions in the Panama Canal.

The Panama Canal Authority (ACP) had previously announced a revised maximum draft of 13.11m (from 13.41 m) for the neo-panamax locks and 11.73 m (from 12.04 m) for the panamax locks.

Initially scheduled to take effect from 28 May, the implementation date has been postponed five times and the seasonal restriction is now scheduled to take effect from 16 July.

Further Far East - USG capacity will be injected in August, with the launch of the new 2M / Zim ‘TP-88 / Pelican / ZGX’ service (see next page), that results from the split of the 2M operated ‘TP-18 / Lone Star Express’ into two separate loops.

The launch of the new 2M / Zim string will add some 4,500 teu weekly to the Far East - USEC / USG route, equivalent to 7% of the current weekly capacity on the route.
2M and Zim extend Far East - USEC agreement to US Gulf ports, introduce additional capacity

Zim is to strengthen its Asia - US partnership with the 2M partners Maersk and MSC by joining them on the Far East - US Gulf route.

The three carriers will jointly offer from August two weekly Far East - US Gulf services that will offer an aggregate capacity of 10,000 to 11,000 weekly teu. One of these focuses on Central China and Korea, while the other will be centred on South China and Korea.

These two strings will supersede the 2M’s current Far East - US Gulf service, branded ‘TP-18’ by Maersk Line and ‘Lone Star’ by MSC, which employs eleven ships of 6,400-7,000 teu, calling at Ningbo, Shanghai, Xiamen, Yantian, Busan, Houston, Mobile, Freeport (Bah), Manzanillo (Pan), Balboa, Busan, Ningbo. Zim is not involved on this service.

One of the new joint loops will retake the ‘TP-18/Lone Star’ branding, while the second loop will be marketed as ‘TP-88’ by Maersk and ‘Pelican’ by MSC. Zim will brand them respectively as ‘Zim USG - Central China Xpress’ (ZGC) and Zim USG - South China Xpress (ZGX).

The two new loops stand as follows:

TP-18/Lone Star Express/ZGC (Revised)
- Vessels Deployed: 10 x 6,500-7,000 teu
- Port Rotation: Ningbo, Shanghai, Busan ...(Pan Canal)...
  Houston, Mobile, Miami, Freeport (Bah) ...(Pan Canal)... Balboa, Busan, Ningbo

TP-88/Pelican/ZGX (New)
- Vessels Deployed: 10 x 4,000-5,000 teu
- Port Rotation: Xiamen, Yantian, Busan ...(Pan Canal)...
  Houston, Mobile, Tampa, Manzanillo (Pan) ...(Pan Canal)... Balboa, Busan, Xiamen

The two new 2M-Zim loops will cover the same ports as the current 2M service, together with new direct calls at Tampa and Miami.

For 2M, the split will allow better transit times on certain port pairs while for Zim, the new services will fill a gap in its direct Far East - US coverage. Zim currently serves the Far East - US Gulf all water route through transhipment at Kingston, using the US Gulf 'Caribbean Gulf Express' feeder service (CGX) that it operates jointly with MSC. This feeder service also allows to connect other regions for both carriers.

The new arrangement is an extension of the strategic cooperation agreement concluded in July 2018 between 2M and Zim on the Asia-US East Coast trade. Since September 2018, this agreement covers five Far East - USEC loops, four of which operated by Maersk and MSC, and one by Zim.
Carriers deploy South Africa extra loaders to combat Durban congestion

Chronic congestion in the port of Durban has prompted MSC to revise its coverage of South Africa in an attempt to maintain schedule reliability.

In a customer advisory, MSC said that cargo from Durban and from Ngqura (aka Coega) to Europe would be loaded as usual on ships of its South Africa-Europe service, but that the vessels would skip their normal Cape Town call to make up for lost time.

Connections from Cape Town to Europe will be maintained by dedicated extra sailers on the route, starting immediately with a northbound departure of the 5,992 teu E.R. LOS ANGELES, sailing to Rotterdam, London-Gateway, Antwerp and Le Havre. Cargo from Cape Town to Hamburg, which is part of the regular South Africa loop but not covered by the extra sailers, is expected to be transhipped via Rotterdam or Antwerp.

MSC said that the measures were implemented with a specific focus on time sensitive reefer cargoes. The carrier did not specify the nature of the problems in Durban, but local media report massive congestion in and around the port.

Earlier this year, at the start of the South African fruit export season (February - August), shippers, logistics companies and forwarders reported that the port faced a multitude of challenges that could potentially combine into a 'cargo gridlock'.

These include large-scale road construction works, cold storage space shortage, warehouse congestion, impending labour action, low berth productivity and unseasonably strong winds that hindered vessel operations.

While MSC has been the most vocal about reacting to the ongoing port congestion, other carriers in the trade have also deployed extra sailers to and from South Africa to insure a reliable service.

Maersk Line and ONE, partners in the jointly-operated 'SAECS/SRX' alongside DAL deploy the small (but high-reefer) 1,296 teu ANNALISA P and the mid-sized 4,496 teu MAERSK CARBO VERDE on additional Algeciras - Cape Town round trips from mid-May through late July.
CK Line, Namsung and KMTC add joint service linking North China, Korea and Japan

South Korean carriers, CK Line, Namsung Shipping and KMTC have recently introduced a butterfly service that centered on South Korea, with one wing covering North China and the other calling at minor Japan ports in the Seto Inland sea.

The service, marketed as 'North China Setouchi service' (NSC), calls at Shanghai, Ningbo, Busan, Moji, Kawanoe (Iyomishima), Hiroshima, Mizushima, Moji, Hakata, Busan, Ulsan, Shanghai. It turns in two weeks using two ships of 700 teu, CONMAR MOON, provided by CK Line and LIBERTY STAR, provided by Namsung. The first effective sailing occurred on 22 June from Busan on the LIBERTY STAR.

KMTC is also participating in this service, also using the ‘NSC’ product name to market the offer. This service provides the South Korean carriers with a direct link between North China ports and minor Japan ports in the Seto Inland Sea. It further complements their existing network of shuttles between Busan and smaller ports in Japan.

RCL reshuffles South China-Manila offerings

Regional Container Line (RCL) is in the process of reshuffling its South China - Manila offerings, by putting a stop to its own service the ‘RSS’ and to its slots on Wan Hai’s ‘TPF’ service that was marketed as the carrier’s ‘RSS’. In turn, RCL will offer three new South China - Manila direct links through slots on three separate APL Intra-Asia services that are marketed under its intra-Far East brand Cheng Lie Navigation – CNC (CMA CGM Group).

The ‘RMJ’ service that will be ensured through slots on the South China - Philippines - Thailand segment of APL-CNC ‘JTV’ service, the ‘RMM’ service that will be ensured through slots on the South China-Philippines segment of APL-CNC ‘BMXKCS’ service and the ‘RMP’ service that will be ensured through slots on the Southbound leg of APL-CNC ‘CP1’ service.

► 'RMJ' (slots on ‘South China-Philippines-Thailand’ segment of ‘JTV’ service) covers : Hong Kong, Nansha, Chiwan, Manila, Laem Chabang. It turns in four weeks using four ships of 2,400 teu. RCL first sailing is scheduled on 24 July from Hong Kong on the 2,468 teu APL CAIRO.

► 'RMM' (slots on South China-Philippines-South China segment of ‘BMXKCS’ service) covers : Shekou, Nansha, Hong Kong, Manila (N + S), Qingdao, Nansha (discharging only). It turns in seven weeks using seven ships of 4,200-4,700 teu. RCL first sailing is scheduled on 6 July from Shekou on the 4,256 teu ALS JUVENTUS.
'RMP' (slots on the southbound leg of ‘CP1’ service) covers: Hong Kong, Nansha, Chiwan, Manila (S). RCL first sailing is scheduled to start on 4 July from Chiwan on the 1,440 teu CAPE FERROL.

Under this new arrangement, RCL will increase the number of weekly sailing from South China to Manila from twice to thrice weekly, albeit it will pull out its own tonnage from the trade route.

Of note, simultaneously, APL-CNC will also start to take slots on the RCL South China-Thailand-Hai phong service ‘RBH’ service calling at Nansha, Shekou, Laem Chabang, Bangkok, Laem Chabang, Hai phong, Nansha.

**Asia Australia Alliance (AAA) shuffles port calls**

COSCO, OOCL and PIL, the three partners of the ‘Asia Australia Alliance’ (AAA), have announced improvements from early August to their two jointly operated South East Asia-Australia services, the ‘AAA 1’ and ‘AAA 2’.

The changes also affect Yang Ming, who takes slots on both of these loops.

- **The ‘AAA 1’** will switch its Melbourne and Brisbane calls to offer improved transit times for imports to Melbourne and remove Fremantle from its rotation. The revised ‘AAA 1’ rotation will cover Laem Chabang, Singapore, Melbourne, Sydney, Brisbane, Singapore, Laem Chabang, effective from 5 August. The service is operated with five ships of 4,200-4,600 teu ships.

- **The ‘AAA 2’** will add a new call at Sydney as well as a second Fremantle export call. The revised rotation will cover Singapore, Port Kelang, Fremantle, Sydney, Melbourne, Adelaide, Fremantle, Singapore, effective from 4 August. The service is operated with four ships of 4,100-4,600 teu.

**ICL shifts its UK call from Liverpool to Southampton**

Independent Container Line (ICL) will move the UK call of its Antwerp - United Kingdom - USA service from Liverpool to Southampton. The American niche carrier, based in Richmond, Virginia, plans to relocate the call as of 25 July 2019.

The service will henceforth call at Antwerp, Southampton, Philadelphia (Chester), Wilmington (NC), Antwerp.

It will continue to turn in four weeks with four chartered ships of 2,500 - 3,100 teu. Independent Container Line has been serving the North Atlantic for 34 years. Initially from its home base in Richmond, until tonnage became too large to call at the small river port.
The EVER GOVERN (20,244 teu) is delivered

Evergreen has taken delivery of the EVER GOVERN, the ninth unit in a series of eleven 20,000+ teu ‘megamax’ ships from two yards of the Japanese Imabari Group.

The vessels were contracted through Shoei Kisen, the ship financing arm of Imabari, in October 2015 and Evergreen backed the orders with long-term charter commitments.

Deliveries of the series stretch over 18 months, from March 2018 to September 2019, and the ships originate from Imabari’s yards at Saijo and Marugame, the only sites in the group’s portfolio with large enough docks to build 400 metre ‘megamax’ vessels.

The EVER GOVERN will join the OCEAN Alliance Asia - Europe 'NEU6' loop (branded 'CEM' by Evergreen) on 12 July. She follows the EVER GLORY, delivered in May.

Evergreen’s new G-class vessels are the carrier’s largest-ever container ships. The type has an Loa of 400 m and a breadth of 58.80 m (23 rows).

Powered by MAN-B&W 11-cylinder G95ME engines with an output of 59,250 kW at MCR, the ships can trade at commercial speeds of up to 21 knots.

Unlike the first seven ships of the type, the last four G-class vessels, including the EVER GOVERN, are fitted with an SOx scrubber.

The installation of exhaust gas cleaning devices appears to have been a late decision and this comes at a price.

Compared to newbuildings designed with scrubbers from scratch, the G-class ships use a scrubber layout that is comparable to a retrofitted unit: As such, the ‘scrubber housing’ takes up the full length of a 40-foot container bay and it eats into the ships’ intake by an estimated 144 teu compared to the series’ earlier units, which feature a nominal intake of 20,388 teu.
COSCO unveils scrubber deals

Cosco Shipping will install scrubbers on 23 containerships to comply with upcoming 2020 IMO regulations on sulphur emissions.

CSIC No.711 Institute will supply scrubber systems for five 18,980 teu 'CSCL GLOBE'-class vessels and for COSCO’s eight 14,074 teu 'CSCL STAR'-class vessels, while Finnish company Valmet will supply scrubbers for ten 4,250 teu ships.

Valmet says that the scrubbers will be installed in Chinese yards in 2019. The orders were received in Q4 2018 and Q2 2019. The first two 4,250 teu units, the COSCO AQABA and COSCO ASHDOD, were retrofitted in March at the COSCO Zhoushan Shipyard.

In addition, the 13,208 teu OOCL SINGAPORE is currently undergoing retrofitting at CSBC Kaohsiung in a pilot scrubber project for OOCL.

These latest deals bring the total number of scrubbers ordered for installation on containerships to over 870 units, based on Alphaliner’s latest estimates.

Top 12 Carriers - Scrubber/LNG fueled ships breakdown

FESCO buys ice-strengthened 822 teu ship

Russian carrier Far Eastern Shipping Co (FESCO) has purchased the 822 teu INDIA from German interests linked to Danz und Tietjens Schiffahrts. The vessel was built in 2003 in Germany by the J.J. Sietas shipyard and belongs to the Sietas 'Typ 172' design.

Renamed FESCO MAGADAN under Russian flag, the ship will proceed from Rotterdam to the Russian Far East where it will be operated on FESCO’s cabotage services centered on Vladivostok and Vostochny, serving Magadan, Petropavlovsk-Kamtchatskiy, Korsakov, Anadyr.
and small ports near the Bering Strait. The vessel is scheduled to join these services in August and she will be the largest ship operated on these routes, so far run with ships of up to 707 teu.

The vessel is ice strengthened with a 1A ice class notation, which is required for operation in the northern part of the Sea of Okhotsk during the winter period. She has an Loa of 137.50 m, a breadth of 21.30 m, and is fitted with 150 reefer plugs.

**NEOLINE opts for Saint Nazaire company to build its wind-powered liners**

NEOLINE announced that it has chosen the offer of Saint Nazaire-based Neopolia S.A.S. for the construction of its first two innovative wind-powered roro vessels.

This decision follows the international call for tenders launched in 2018 by NEOLINE to some 15 shipyards. The construction of the first ship is scheduled to start at the end of 2019, with a launch scheduled for the end of 2021.

The two 136 m long sailing vessels will have a sail area of 4,200 sqm. They will offer a capacity of 480 ceu (car equivalent units) or 280 teu handled only in roro mode (lolo handling would be hindered by the masts (see illustrations below).

They will be deployed on a regular Europe-ECNA roro service backed by French car manufacturer Renault.

French yacht builder Beneteau and industrial vehicles manufacturer Manitou also plan to use the service to export their products.

Two sailings per month will be offered on a route planned to include Saint Nazaire, Bilbao, Charleston, Baltimore and Saint-Pierre & Miquelon.

NEOLINE is a start-up created in Nantes in 2005 to design and operate cargo sailing ships for industrial-scale wind-powered freight services.
XIN BIN JIANG: Contship's former 'Pink Lady' scrapped

A once famous container vessel quietly bowed out last week, when the 1,599 teu XIN BIN JIANG, owned by Fujian Changan Shipping, arrived at a breaking yard in Xinhui, in China’s Guangdong Province.

The 1992-built ship was a German-designed 'BV 1600' type, one of the early standard types of (then) mid-sized container vessels with twelve units delivered from 1986 to 1993. The vessel's claim to fame was that she used to be part of a trio of strikingly colourful 'BV 1600' sisters that Contship Container Lines operated in the 1990s.

Then named CONTSHIP GERMANY, the ship crossed the oceans in an all-pink livery, while her sisters CONTSHIP SINGAPORE and CONTSHIP ITALY were pained in all-yellow and all-turquoise colours, respectively. The unusual, striking colours of the 'BV 1600' trio (see sidebar) were said to be the idea of Cecilia Battistello, Contship's CEO, who thought that a 'happy' colour would differentiate the ships.

Eight ships of the type, including CONTSHIP GERMANY, were built by Bremer Vulkan of Germany, whereas four more units were delivered by Schichau-Seebeck, a sister yard of Vulkan. Neither of the two yards survived beyond the early 2000's, though Schichau and several of its direct follow-ups lingered on through several bankruptcies until 2009, when it finally folded.

The ships were owned by Conti Reederei of Germany, who chartered them to Contship and, later, to a number of other carriers. Founded in 1968, the Swiss-registered Contship Containerlines, existed as an independent company until 1997 when its liner operations were acquired by CP Ships of Canada. The carrier's name disappeared in 2005, when CP Ships itself was bought by Hapag-Lloyd and its (then) parent TUI AG, and all its brands where merged into the German shipping line.

The CONTSHIP GERMANY reverted to her proforma name CONTI GERMANY in 2001 after the charter to Contship ended. She then traded for various carriers until her sale by Conti in May 2010 to Grand China Shipping, which renamed her DA XIN HUA LIAN YUN GANG.

The ship then mainly traded domestically in Chinese waters. A later sale to Zhonggu saw her name changed to XIN BIN JIANG, but the ship remained employed in the intra-China trade, mostly for Zhonggu Shipping.

So far, two sisters of the 'BV 1600' type survive: Zhonggu still operates the ZHONG HU TAI SHAN, the former CONTI JORK, and Fujian Zhonghang Shipping still employs the JIN YUAN HE, the former CONTI BARCELONA. Both have reached ages close to 30 years.
North China: Three Tianjin-Xingang Terminals merge

COSCO Shipping Ports (CSP) last week disclosed that three container terminals at the Chinese mainland port of Tianjin (aka Xingang) had entered into a consolidation agreement with the aim to reduce operating costs.

According to CSP, the Tianjin Port Container Terminal (TPCT) will remain as the 'surviving' entity of the merger, absorbing Tianjin Five Continents International Container Terminal (TFCIT) and Tianjin Orient International Container Terminal (TOICT).

Three shareholders will hold equity interest in the new Tianjin Port Container company. CSP is a substantial shareholder of TOICT and TFCIT, while China Shipping Terminal and China Merchants are substantial shareholders of TFCIT.

Upon completion of the merger, COSCO Group will hold a 76.68% equity interest in the new Tianjin Port Container entity.

The group anticipates reduced operating costs, coordinated operational resources, unification of service standards and enhanced usage efficiency of terminals and depots.

Tianjin is currently the world's tenth-largest container port and it handled a volume of 16.00 Mteu in 2018, up 6% from the year before.

Before the merger, the port was home to six main container terminals, in addition to several barge, feeder and mpp piers.

Further to the aforementioned partners, interests in container facilities at Tianjin-Xingang are held by the Tianjin Port Development Company, PSA International, APMT, DP World, and NWS Holdings.
HHLA creates space for more MGX-cranes at Hamburg

The German terminal operating, warehousing and logistics group HHLA this week began to remove three ULCS-sized ship-to-shore gantries from its CTB Hamburg container terminal to create space for 'megamax' cranes of the latest generation.

The move perfectly illustrates that even ULCS-sized cranes which regularly handled ships of 15,000 teu have to be dismantled these days to make way for even larger cranes that will serve 20,000 teu ships, as well as the upcoming generation of 23,000 teu container vessels.

HHLA’s equipment removal is also noteworthy since the 1998-built cranes were the world's first dual-trolley container gantries and, at the time, were considered a technical innovation. Cranes of this type, including larger units and advanced designs, were later installed at terminals around the world - particularly at automated and semi-automated facilities.

A floating crane was used to dismantle the gantries’ booms one by one and transport them over the quay wall for scrapping. The remaining crane structures will then also be broken up in situ. CTB's berth 1, the terminal's oldest ULCS-ready pier, was equipped with five identical gantries and the remaining two units are also expected to be dismantled in the foreseeable future.

They will be - indirectly - replaced by five ZPMC-built cranes, scheduled for delivery in 2020 (see sidebar).

The new cranes are to be installed to CTB's berths 2 and 3, allowing the five first-generation 'megamax' cranes from berth 2 to move over
Khalifa Seaport, UAE...

KPCT-2 is one of two container terminals at Khalifa Port, adding to the 2012-launched KPCT-1.

The latter used to be a joint venture of ADP and Mubadala Investment Company until early 2018, when Abu Dhabi Ports acquired Mubadala’s stake.

Later that year, the terminal operator entered into a 30-year agreement with TIL, sister company of MSC, under which TIL became a stakeholder in KPCT-1.

At the same time, the partners agreed to expand the terminal to an annual capacity of 5.00 Mteu.

...targeting Dubai volumes...

The expansions at Khalifa Port are mainly targeting DP World and its flagship port of Jebel Ali, in an effort to challenge the established Dubai hub.

Contrary to DP World, which wholly owns all terminals at Jebel Ali, ADP has lured carriers to Abu Dhabi by offering shares in the respective facilities.

to berth 1. The CTB upgrade is one of two projects at Hamburg to create additional pier space for 23,000 teu ships, adding to Eurogate’s investment to beef up its neighbouring terminal.

Four more jumbo STS for COSCO’s Abu Dhabi Terminal

Khalifa Port Container Terminal 2 (KPCT-2), a joint venture of COSCO Shipping Ports (90%) and Abu Dhabi Ports (10%) has taken delivery of four new ship-to-shore container gantries and one additional yard crane.

The equipment was delivered fully assembled aboard the specialist transporter vessel ZHEN HUA 32. Abu Dhabi’s KPCT-2 in June already received a number of rail-mounted yard cranes from ZPMC, delivered by the ZHEN HUA 29. With the latest shipment, the facility is now equipped with eleven ship-to-shore cranes of ‘megamax’ dimensions.

The container terminal currently operates an 800 m pier, which is in the process of being extended to 1,200 m, and the CSP-ADP joint venture holds an option to further increase the terminal to a berth length of 1,800 m.

Development of Singapore-Tuas Port Phase 2 begins

Three years after breaking ground for Singapore’s giant new ‘Tuas’ container terminals, the South East Asian city state has formally launched construction works on phase 2 of the project.

Late last week, the first of 227 caissons that will make up the 8,600m wharf structure was lowered into the water.

A consortium of Royal Boskalis Westminster (30%), the Penta-Ocean Construction Company (35%), and the Hyundai Engineering & Construction Company (35%) had been awarded the contract for phase 2 in April 2018.
Like phase one, the terminal will be built entirely on newly-claimed land, surrounded by concrete quay walls composed of pre-fabricated caissons. Phase two is the largest of ultimately four phases of the Tuas port, and it will eventually have a design handling capacity of 21 Mteu per year.

Until 2040, Singapore plans to consolidate all container operations in the giant 65 Mteu Tuas Megaport. The move will free up massive amounts of land close to the city center, paving the way for one of the world's largest urban re-development projects. Tuas Megaport will be operated entirely by PSA, though existing joint-venture terminals with carriers such as CMA CGM, COSCO, MSC, ONE or PIL will continue unchanged in terms of their partner set-up. These facilities will, however, also gradually re-locate to Tuas.

ZPMC delivers two more STS to Ambarli-Kumport

Kumport Liman, the operators of the Kumport container terminal at the Turkish port of Istanbul-Ambarli, have taken delivery of two more ultra-large ship-to-shore container gantries from ZPMC. The two cranes were delivered fully assembled aboard the heavy-load vessel ZHEN HUA 24.

The ship had left Shanghai in late April and it reached Turkey after a two months trip via the Cape of Good Hope and via Felixstowe, where a four RTG yard cranes were dropped off. With this weekend's delivery, Kumport is now equipped with nine ship-to-shore gantry cranes on two finger piers (of 415 and 500 m), while a third pier is served by large mobile harbour cranes.

Kumport is one of the main container terminals at Ambarli, Turkey's largest box port. In mid-2015, a majority in the company was ac-
quired by a joint venture of Chinese interests, when a special purpose vehicle of China Merchants Holdings (CMHI - 40%), COSCO Pacific (40%) and CIC Capital (20%) paid around USD 940M for a 65% stake in Kumport.

**Record ship for NZ port of Timaru**

The Maersk-operated 5,905 teu container vessel of RIO DE JANEIRO this week became the largest-ever ship to call at Timaru, a small port on New Zealand's southern island.

The ship's record call was made as part the RIO DE JANEIRO's round trip on Maersk Line's New Zealand relay service 'Southern Star' to which a Timaru call was recently added. This was a move to compensate for the lost call from the suspended Maersk NZ1 loop, which used to connect Nelson, Timaru and Auckland to the Straits hub of Tanjung Pelepas with tonnage of up to 3,000 teu.

Since the Timaru is not equipped with ship-to-shore gantries, the record vessel was handled with mobile harbor cranes. Timaru last year invested to widen its breakwater channel from 90 to 140 m, and it also acquired a new, powerful tug to facilitate calls of larger ships. Despite this, calls of large container ships remain subject to tidal windows and to wind and swell conditions.

**Peru to re-evaluate Pisco Port expansion project**

The Peruvian Ministry for the Environment, more specifically its sub-agency SENACE (Servicio Nacional de Certificacion Ambiental), is currently re-evaluating the environmental impact study for the planned expansion of Pisco. Peru's National Port Authority (APN - Autoridad Portuaria Nacional) had already approved the technical report submitted for the development of the 'new' container and multipurpose pier at Pisco in 2016.

The project had been granted an initial 'okay' from all relevant authorities, but SENACE now declared an earlier (favorable) agency decision 'void' and said that is will take another 75 working days to decide whether to green-light the project or not.

Pisco is one of the smaller Peruvian ports and it is currently only served by a single container loop, the Sealand Americas (Maersk) operated 'Atacama' WCSA relay that links Esmeraldas, Arica, Pisco and Callao with the Panama Canal hub of Balboa.

The Peruvian port landscape was shaken up earlier this year, when COSCO Group signed a USD 1.30 bn deal to develop a green field port at Chancay to rival the country's established hub of Callao in the Greater Lima capital region.