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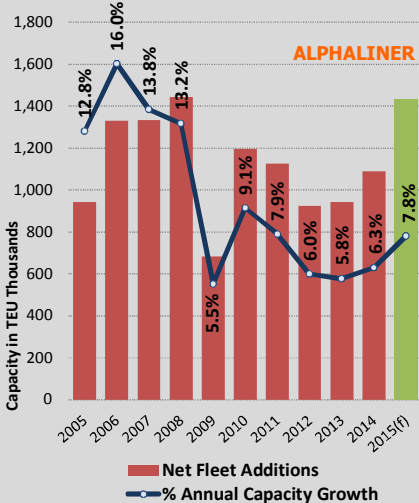
## Chart of the week

### 2014 vs 2013 : Key Container Shipping Market Figures

| ALPHALINER                                | Ships | TEU          | % Change YoY |
|---|-------|--------------|--------------|
| Fleet as at 1 Jan 2015                    | 5,035 | 18,374,572   | 6.3%         |
| Orderbook as at 1 Jan 2015                | 454   | 3,388,087    | -12.1%       |
| <b>2014 - Activity</b>                    |       |              |              |
| Ordered 2014                              | 151   | 1,099,213    | -40.0%       |
| Value of new orders                       |       | US\$ 10.2 Bn | -39.3%       |
| Delivered 2014                            | 203   | 1,466,915    | 6.3%         |
| Deleted 2014                              | 180   | 394,077      | -14.9%       |
| <b>Breakdown</b>                          |       |              |              |
| Scrapped                                  | 170   | 388,419      | -12.0%       |
| De-celled                                 | 6     | 3,288        | -67.7%       |
| Lost                                      | 4     | 2,370        | -79.2%       |
| <b>Average idle fleet 2014</b>            |       |              |              |
| Idle fleet at end Dec                     |       | 380,595      | -36.7%       |
| <b>Average CCFI 2014</b>                  |       |              |              |
| CCFI end Dec                              |       | 1,086        | 0.4%         |
|   |       | 1,064        | -1.8%        |
| <b>Ave. Alphaliner charter index 2014</b> |       |              |              |
| Index at end Dec                          |       | 56.7         | -1.7%        |
|   |       | 57.7         | 3.7%         |
| <b>Average FO \$/ton 2014 (Rtm/Sin)</b>   |       |              |              |
| FO \$/ton end Dec                         |       | 547          | -9.6%        |
|   |       | 311          | -48.4%       |

|   | Ships | TEU          | % Change YoY |
|---|-------|--------------|--------------|
| Fleet as at 1 Jan 2014                    | 5,004 | 17,285,952   | 5.8%         |
| Orderbook as at 1 Jan 2014                | 503   | 3,855,793    | 12.4%        |
| <b>2013 - Activity</b>                    |       |              |              |
| Ordered 2013                              | 234   | 1,833,095    | 277.3%       |
| Value of new orders                       |       | US\$ 16.8 Bn | 229.4%       |
| Delivered 2013                            | 222   | 1,380,180    | 9.2%         |
| Deleted 2013                              | 211   | 463,166      | 31.7%        |
| <b>Breakdown</b>                          |       |              |              |
| Scrapped                                  | 194   | 441,569      | 31.6%        |
| De-celled                                 | 13    | 10,180       | -4.4%        |
| Lost                                      | 4     | 11,417       | 112.8%       |
| <b>Average idle fleet 2013</b>            |       |              |              |
| Idle fleet at end Dec                     |       | 601,557      | -7.6%        |
|   |       | 779,230      | -3.6%        |
| <b>Average CCFI 2013</b>                  |       |              |              |
| CCFI end Dec                              |       | 1,082        | -7.6%        |
|   |       | 1,084        | -2.6%        |
| <b>Ave. Alphaliner charter index 2013</b> |       |              |              |
| Index at end Dec                          |       | 57.7         | 2.9%         |
|   |       | 55.6         | 10.5%        |
| <b>Average FO \$/ton 2013 (Rtm/Sin)</b>   |       |              |              |
| FO \$/ton end Dec                         |       | 605          | -7.1%        |
|   |       | 603          | 0.6%         |

Annual Containership Capacity Growth 2005-2015(f)



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## 2014 market review

Last year, the world cellular containership fleet grew by 6.3% to reach 18.37 Mteu as at 1 January 2015. This 1.10 Mteu growth in capacity was driven by the delivery of new built ships totalling 1.47 Mteu, up from the previous year's 1.38 Mteu of vessel deliveries. In 2014, the influx of new tonnage was partly offset by the removal of 394,000 teu of older ships from the global fleet through scrapping and other deletions (such as for example conversion to non-container use). However, last year's deletion rate remained notably below the 2013 record of 463,000 teu.

The global container ship orderbook today stands at 3.39 Mteu. It therewith represents 18.4% of the current fleet: the lowest orderbook-to-fleet ratio on record since 2000. The orderbook is expected to rise in the coming months, as numerous orders for ultra-large container ships of 18,000-20,000 teu are to be concluded soon.

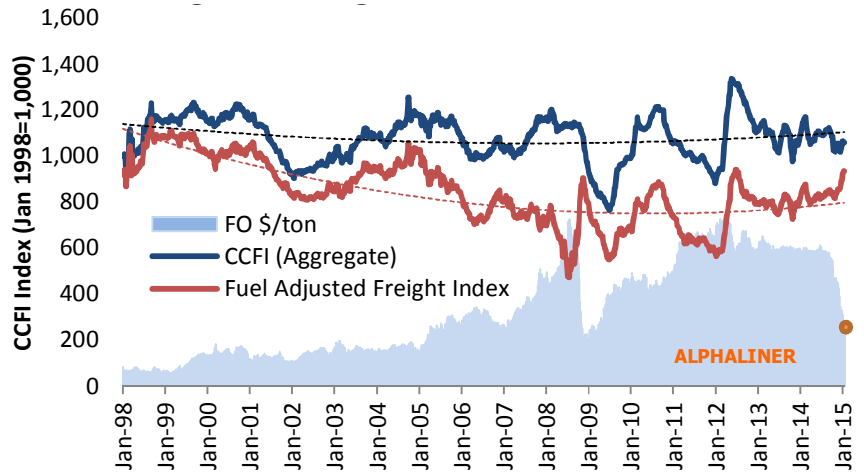
The idle containership fleet ended the year at 227,900 teu, a fall of 71% compared to the same period a year earlier. Last year, the average level of idling was also significantly lower than in the year before and reached 381,000 teu, compared to 602,000 teu in 2013.

Despite the reduction in idle tonnage, charter rates failed to strengthen and charter periods remained relatively short in a jittery market. The Alphaliner charter index ended the year at 57.7 points, up a marginal 3.7% compared to December 2013.



Average freight rates, measured by the CCFI, were largely unchanged in 2014, only inching up by a marginal 0.4%. However, carriers enjoyed a significant fuel cost bonanza, with average bunker prices falling by 9.6% last year. The steep decline in bunker prices since the fourth quarter of 2014 has seen prices (Rotterdam 380 cSt) fall from \$606/ton in June to only \$300/ton at the end of December. Bunker prices have since dropped further to a six-year low of \$242/ton.

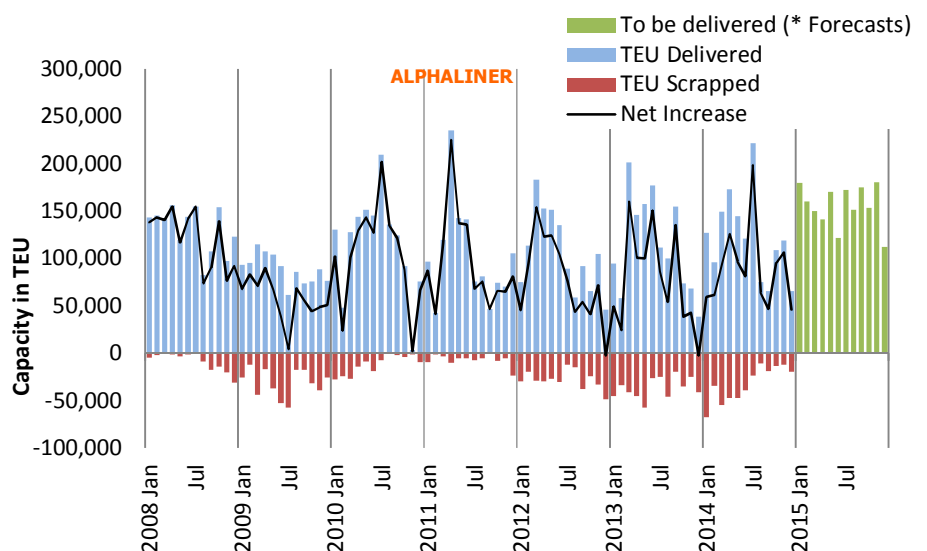
Long term freight rate trend : 1998-2015



Average freight rates, adjusted for fuel price changes, have recovered sharply as a result of the reduction in fuel costs. Although the CCFI index was -1.8% lower at the end of 2014, the fuel adjusted freight index is 14% higher, after taking into account the fuel cost savings that carriers currently enjoy.

While freight rates are expected to remain firm in the run-up to the Chinese new year holidays, which fall on 18 February this year, rates may come under pressure again in March as carriers continue to grapple with numerous vessel deliveries.

Net monthly fleet additions : 2008-2015



The cellular containership fleet is expected to grow by 7.8% in 2015, with an estimated 1.78 Mteu of capacity to be delivered this year.

The projected growth already takes into account some 120,000 teu of delayed deliveries and the removal of 350,000 teu through scrapping.

## IDLE FLEET UPDATES

## Idle containership fleet breakdown as at 12 January 2015

| TEU Range    | Units idle | of which, NOO Units | %          |
|--------------|------------|---------------------|------------|
| 500-999 teu  | 42         | 40                  | 95%        |
| 1,000-1,999  | 32         | 26                  | 81%        |
| 2,000-2,999  | 26         | 24                  | 92%        |
| 3,000-5,099  | 9          | 7                   | 78%        |
| 5,100-7,499  | 2          | 0                   | 0%         |
| 7,500 & over | 5          | 1                   | 20%        |
| <b>Total</b> | <b>116</b> | <b>98</b>           | <b>84%</b> |

## Horizon sends another veteran for scrap

Horizon Lines has sold the 2,386 teu HORIZON TRADER for scrap, ending the ship's 43 year career.

The HORIZON TRADER was originally built for the New York-based Farrell Lines as the AUSTRAL ENTENTE. Here lines were based on a 1,240 teu design developed by the renown naval architect George G. Sharp.

The vessel was built by Ingalls shipyard of Pascagoula in 1972, as one of four units aimed at the trade connecting the US East Coast to Australia and New Zealand.

The ships were all lengthened in 1977 to increase their container intake.

The vessel quartet was sold to US Lines in 1983, before being acquired by Sea-Land (Horizon Line's predecessor company) in 1987 following the bankruptcy of US Lines.

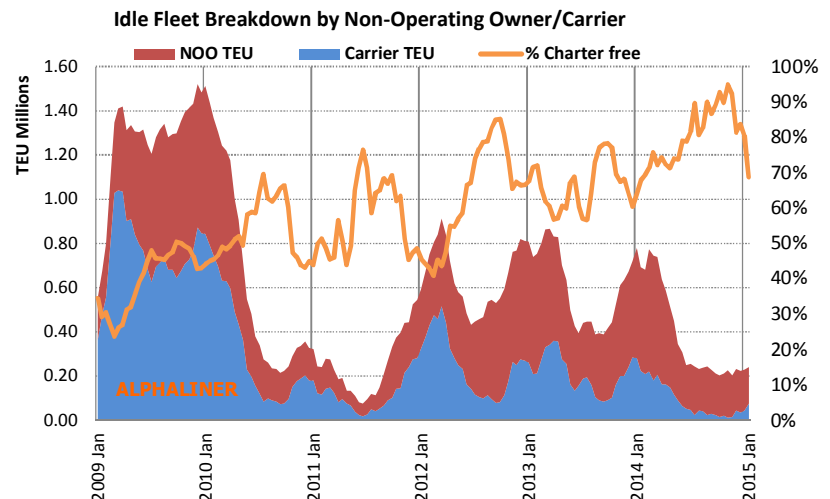
The HORIZON TRADER was last deployed on the USEC-Puerto Rico 'Jones Act' trade.

Following Horizon Line's decision to exit the Puerto Rico market in December, the carrier has no further need for the ship.

Another sister vessel, the HORIZON NAVIGATOR (ex AUSTRAL ENVOY), is currently laid up in Texas.

## Idle fleet inches up amidst uncertain market

The idle containership fleet has increased slightly in the last two weeks, as the impact of the service withdrawals for the winter slack season is starting to be felt. Five ships of above 7,500 teu are currently unemployed, out of a total of 116 ships of over 500 teu that are recorded to be idle as at 12 January 2015. However, at 239,500 teu, the idle fleet remains at the lowest recorded level for the month of January since 2009.



While the ongoing port congestion issue on the US West Coast has forced several carriers to take on additional ships, the majority of services in the trade still maintain their usual rotations. To make up for the delays experienced in port, sailing speeds have been increased. Container ships calling at the ports of Los Angeles and Long Beach are adding an extra four days of provisions due to the severe vessel bunching. The congestion has also resulted in a significant cargo diversion to the US East Coast, with several extra-sailers scheduled to make ad-hoc trips from the Far East.

Despite this, there are signs that carriers are facing difficulties in securing employment for their excess ships, especially those engaged mainly on the Latin American trades. Hamburg Süd has temporarily idled two of its 10,500 teu 'CAP SAN' class ships, while the carrier awaits final approvals for the acquisition of CCNI's container shipping business. Furthermore, CCNI itself has delayed the delivery of two 9,030 teu newbuildings, originally due in late 2014. Hapag-Lloyd also has three ships of 4,600-6,600 teu idle, including the 6,589 teu ME-HUIN. The Hamburg-based carrier had acquired this ship from CSAV in December through the completion of Hapag-Lloyd's merger with the container shipping business of CSAV.

The 2,400-3,000 teu segment is likely to see an increase in idling, with some 35 units expected to be displaced from the Asia-West Africa trade and from the Med-US run, where several carriers upgrade their services to the 4,000-5,000 teu scale.

## CHARTER MARKET REPORT

**Evergreen and MOL in 20,000 teu charter talks**

Evergreen and MOL are in close discussions to ink long-term charter deals for 20,000 teu-class newbuildings.

Evergreen is considering to charter up to 11 container vessels of 20,000 teu that would be ordered by Japanese owner Shoei Kisen from Imabari Shipbuilding.

Shoei Kisen would also be involved in some of the six 20,000 teu-class vessels that MOL plans to order. OOCL is also expected to announce a 20,000 teu newbuilding program in the near future.

**CMB in further panamax purchase**

Interests linked to Compagnie Maritime Belge (CMB) are reported to have bought a further three second-hand panamax vessels from Japanese owners, taking advantage of the current low prices for used tonnage.

The ships involved are the 4,800 teu sister vessels VICTORIA BRIDGE (2005), VALENCIA BRIDGE (2004) and VIRGINIA BRIDGE (2004), currently operated by K Line. The vessels will likely be traded on the tramp market when their current employments end.

CMB's purchases add to the December acquisition of the 4,130 teu sister vessels RDO HARMONY and RDO HONOUR (Hyundai 4100), to be taken over from Bremen owner D. Oltmann GmbH & Co KG.

CMB has been in a container vessel purchase spree after it announced in December that it would acquire the containership fleet owned by Antwerp-based associated company Delphis NV. Delphis currently controls a fleet of 14 containerships ranging from 1,078 to 3,836 teu, totalling 37,000 teu, of which seven are fully owned and seven partly owned through joint ventures.

**Oaktree fixes 5,466 teu newbuilding**

US private equity firm Oaktree Capital has fixed its wide-beam newbuilding WIDE INDIA (5,466 teu) to NYK for 12 months at \$18,500.

This is higher than the \$17,500 that Maersk Line agreed to pay in Spring 2014 for a 10-12 months charter of the sister vessels, WIDE CHARLIE, WIDE DELTA, WIDE ECHO, WIDE FOXTROT and WIDE GULF.

The WIDE INDIA is the eighth vessel in a series of ten sisters ordered by Oaktree Capital in May 2013 from the Hanjin Subic Bay yard in the Philippines. The vessel has a deadweight of 65,300 tons, an Loa of 255.00 metres and a beam of 37.30 metres. She is fitted with 650 reefer plugs.

The remaining sisters are to be delivered in the coming months as WIDE HOTEL and WIDE JULIET. Management of this tonnage is split between Rickmers Reederei and the Schulte Group, both based at Hamburg.

**Panamax rates upswing gathers momentum**

The container charter market has got off to a good start this year, with a substantial volume of fixtures and further progress on charter rates, especially for panamax tonnage. The number of unemployed ships of over 3,000 teu remains relatively low, thus raising expectations of higher rates, provided that demand remains sustained.

The ULCS sector continues to attract interest, with Evergreen and MOL forging ahead with plans to long-term charter 20,000 teu newbuildings (see side bar). Meanwhile MSC agreed in December to bareboat charter three more 19,154 teu newbuildings financed by Scorpio/Quantum Pacific, for a duration of 15 years, bringing to six the total number of mega vessels committed by MSC with the Lauro-Ofer venture.

The supply in the 5,000-9,000 teu segment remains relatively tight, partly because several ships are kept busy by the ongoing delays caused by labour unrest in USWC ports. CSCL has fixed the 6,712 teu sister vessels BUXCLIFF and BUXCOAST (Daewoo 6700) for periods of 6-10 months at rates around \$16,000. COSCO extended the 6,612 teu Zodiac Maritime-controlled CARDIFF (Hanjin 6600) for 3-4 months of FE-Red sea trade at \$22,000, a rate that is substantially higher than the \$18,500 that the Chinese carrier agreed to pay in November for an initial 2 months charter of the ship. CMA CGM also had to pay up to fix the 6,479 teu DS Schiffahrt-controlled DS PATRIOT (Hyundai 6400), taken for a FE-Black Sea rotation at \$15,250. This rate is significantly higher than the \$12,250 that Maersk Line agreed to pay in October for a 2-3 months extension of the vessel.

In the smaller 5,500 teu segment, rates are also progressing, as illustrated by the fixture of the 5,344 teu, Technomar-controlled JAPAN to K Line, for 40-60 days at \$16,500. By comparison, OOCL extended the vessel in November for a similar period at only \$14,750. Reederei Hamburger Lloyd fixed its overpanamax 4,620 teu RHL CONSCIENTIA to Maersk Line for 2-4 months at \$16,750. This is significantly higher than the average of \$15,000 that this tonnage was typically fixing in 2014.

The panamax segment is again the star performer of the market, with rates showing further progress on the back of a dwindling availability of prompt ships. Given recent developments on the Asia-WAF routes, where further panamax tonnage will be needed in the next few months to replace smaller ships of 2,500 teu, rates are likely to gain further momentum. In Asia, Nile-Dutch has agreed to pay \$11,500 for a 3-4 months charter of the 4,330 teu NSC-controlled BARBADOS (Hanjin 4300), nearly \$1,500 higher than the levels achieved so far for this type of vessel, providing evidence of the improving bargaining power of owners in this sector. Zim has also paid \$10,500 for a 10-14 months charter of the 4,253 teu Thomas Schulte-controlled BEATRICE SCHULTE (Samsung 4300) for deployment on its Asia-Med 'AME' service, in replacement of 3,800 teu tonnage needed on Gold Star Line's upgraded Asia-WAF network.

At the lower end of the scale, PIL fixed the 4,038 teu MARE PHOENICIUM (Hyundai 4000) for 3-6 months at \$9,000. Although seemingly low, this rate marks a substantial improvement compared to the \$8,150 that NileDutch agreed to pay in September for a 2-3 months charter of the ship.

The 3,000-3,500 teu segment is also witnessing a rate hike in Asia with

**Reederei 'Nord' fixes NORDPUMA**

Reederei 'Nord' has fixed its fuel-efficient gearless newbuilding NORDPUMA (1,756 teu) to TS Lines for 9-12 months at a reported \$12,000, a level that is in line with the December fixture of the sister ship NORDLUCHS to SITC.

The NORDPUMA is the seventh unit in a series of 16 similar geared and gearless container vessels of 1,756 teu (CV Neptun 1700 type) ordered in several steps by Reederei 'Nord' from China's Zhejiang Ouhua Shipbuilding.

The NORDPUMA presents a deadweight of 23,800 tonnes, a (Bangkomax) Loa of 169.99 m and a beam of 28.10 m. She is fitted with 350 reefer plugs.

**Busy Seaboard fixes three Wenchong 1700 type container vessels**

US liner operator and intra-Caribbean specialist Seaboard Marine has fixed no fewer than three 1,732 teu geared 'Wenchong 1700' type container vessels for 12 months period charters at rates of \$8,150.

The ships are the Cosmship-controlled NEFELI, the Hansa Shipping-controlled HS SMETANA and the Norse Management-controlled VIKING MERLIN.

Seaboard has yet to announce on which trade these vessels will be used. The three sisters will add to the four 'Wenchong 1700' units that Seaboard currently employs.

**Eastern Med secures charter for fuel-efficient newbuilding**

Athens-based Eastern Med Maritime has secured a 12 months charter, with a further 12 months option, with Swire, for its 1,714 teu newbuilding geared container vessel SANTA LUCIA.

The Singapore-based liner operator is expected to pay \$11,000 for this fuel-efficient vessel, that will be deployed on the carrier's USWC-South Pacific 'Polynesia Line' service, under the name POLYNESIA.

The SANTA LUCIA is the last in a series of four 'Wenchong 1700 Mk II' container vessels ordered by Eastern Med Maritime from China's Guangzhou Wenchong Shipyard in April and July 2011.

She follows the SAN PEDRO (delivered in May 2014), SAN LORENZO (August) and ST JOHN (October).

The SANTA LUCIA presents a deadweight of 22,000 tons, a (Bangkokmax) Loa of 172.00 m and a beam of 27.40 m. She is equipped with two cranes of 40 tons and fitted with 362 reefer plugs.

NYK fixing two vessels in excess of \$9,000. The Japanese carrier has taken the 3,451 teu MONI RICKMERS (Hyundai 3500) and the 3,388 teu NSC-controlled NEWARK (Hanjin 3400) for flexible periods of 2-7 months at rates of \$9,500 and \$9,750 respectively, with expected deployment on the Asia-WAF trade. This is significantly higher than the mid-high \$8,000 typically achieved by this type of ship in Asia so far. By contrast, the Atlantic sector remains weak for this tonnage, with four vessels currently in prompt positions and rates under continued pressure. Illustrating this, Hansa Shipping had to do with \$7,500 for a 50-70 days extension of its 3,534 teu HS DE-BUSSY (Shanghai 3500) with Messina for a Med-MEG round voyage.

The 2,500-2,800 teu sector is stable, but should come under pressure with the expected redelivery of numerous ships further to service upgrades on the Asia-WAF run. In Asia, CMA CGM fixed the 2,867 teu HS ONORE (STX 2800) for 6-8 months at \$7,500. MSC agreed to pay \$8,000 to secure the 2,728 teu PASSAT SPRING (Gdynia 8184) for a 6-8 months charter. This higher rate can be explained by the fact that the vessel has a relatively good stability intake (with 2,267 teu at 14 tons) and boasts 586 reefer plugs. In the Atlantic, CMA CGM was reported to have extended the 2,824 teu SANTA BETTINA (Mipo 2800) for 6-9 months at \$7,500.

The 2,000-2,500 teu segment is equally stable, although the Atlantic market is recovering, with charter rates now settled at above \$7,000. Illustrating this, Hapag-Lloyd fixed in the Med the 2,478 teu STRAUSS (Baltic CS 2500) for 6 months at \$7,500. The Caribbean market continues to pay a premium, as illustrated by the fixture of the 2,468 teu BUXLINK (MTW 2500) for 2-5 months at \$7,950. In Asia, Maersk extended the 2,478 teu Delphis/CMB-controlled HERMES ARROW (VWS 2500) for 3-6 months Asia-East Africa trade at \$6,800, a low level. Meanwhile the slightly smaller ALBERT RICKMERS (2,226 teu - CSBC 2200) secured a 2-3 months employment with Orient Express Lines (OEL) at \$7,400 for MEG trading.

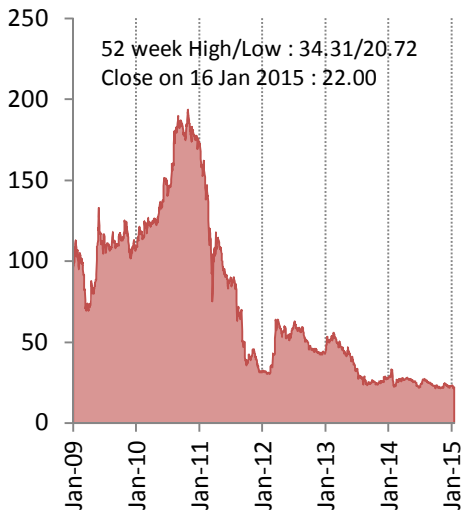
The 1,700 teu segment continues to be characterized by a stronger Asian market although the Atlantic is recovering slowly. Evidencing this, Hapag-Lloyd has fixed in the Med the 1,732 teu LUDWIG SCHULTE (Wenchong 1700) for 6-9 months at \$6,950. In Asia, CMA CGM fixed the sister vessel NOBLE ACRUX for 8-10 months at \$7,650, a relatively firm level as the vessel will be used on the premium-driven Trans Tasman trade.

The 1,000 teu segment is witnessing rate progress, although the supply of prompt ships remains substantial. In the Med, Italia Marittima (Evergreen) extended the 1,118 teu Universal Marine-controlled PEARL RIVER (CV 1100) for 4-6 months of Greece-Algeria trade at \$6,350, up on last comparable fixtures. In Asia, MSC fixed the sister vessel MEKONG RIVER for 12 months at \$7,100 a high rate justified by the vessel's forthcoming deployment on the ANZ-South Pacific trade. Fuel-efficient tonnage continues to outperform as illustrated by the fixture of the 1,049 teu gearless MARCLOUD (Dae Sun 1000) to CSCL for 3-6 months at a juicy \$8,300.

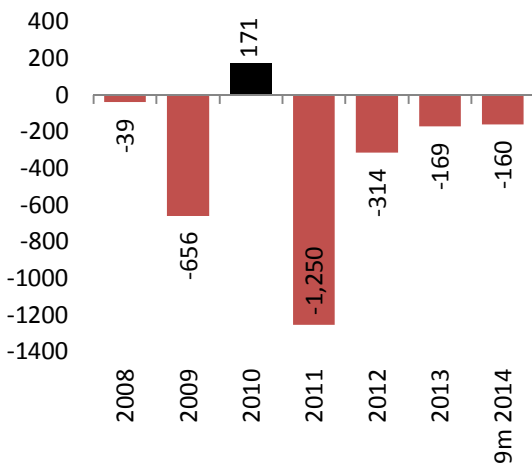
Below 1,000 teu, charter rates are relatively stable. In the Caribbean, Maersk extended the 957 teu geared LENA (Zhejiang 950) for 2-4 months at \$7,000 while it also extended in the Med the 862 teu geared ANALENA (Sietas Typ 168 a) for 2-7 months at \$5,700. Spanish niche carrier Marguisa fixed the 706 teu gearless K-WAVE for 1 months Med trade at €3,300.

CORPORATE UPDATES

**CSAV Share Price 2009-2015**  
Chilean Peso



**CSAV Net Income/Loss**  
2008-2014 : US\$ M



**Quiñenco continues to bankroll CSAV - total investments reach \$1.55 Bn**

CSAV has raised \$357 M from a rights issue aimed to generate \$400 M to fund the additional 4% stake that CSAV has acquired in Hapag-Lloyd.

The company had paid €259 M (\$319 M) to raise its stake in Hapag-Lloyd from 30% to 34% on 19 December 2014, using a short-term bridge loan that will be repaid from the funds raised by means of the rights issue.

CSAV's controlling shareholder, Quiñenco subscribed to all of its rights entitlements for some \$216 M, representing 61% of the total funds raised. This has raised Quiñenco's total investment in CSAV to \$1.55 Bn since it first acquired a 10% stake in CSAV in March 2011.

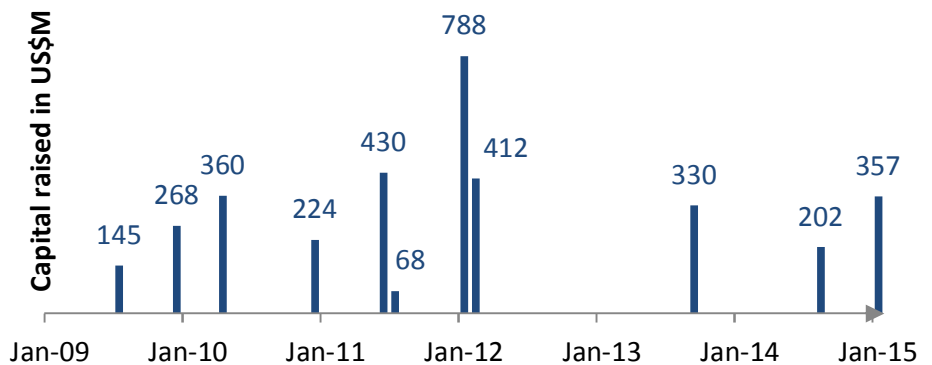
Quiñenco currently holds between 54% to 64% of CSAV, with the actual shareholding dependent on the final sale of the remaining unsubscribed portion of the shares offered in the rights issue.

CSAV's shareholders, including Quiñenco, have subscribed for 10.42 million shares at a price of CLP 21 each, representing 89% of the 11.68 million shares offered in the rights issue. The remaining shares will be offered on the market through a floor auction in Chile.

The CSAV's share price closed at CLP 22 per share on 16 January, or 4.8% above the price for the rights issue.

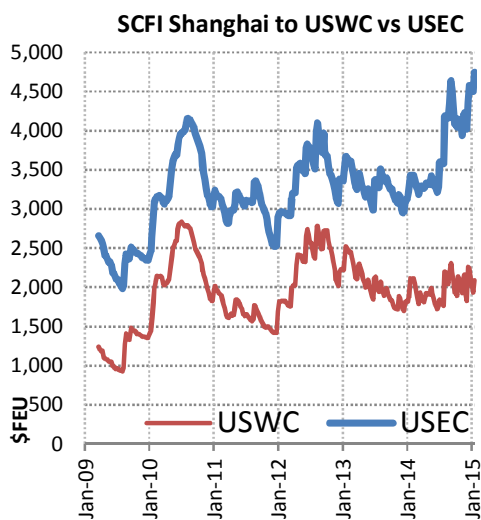
Since 2009, CSAV has raised a total of \$3.6 Bn from its shareholders. However, most of the cash raised has been used to cover for massive losses over the period, with the company's cumulative losses amounting to \$2.4 Bn since 2009.

**CSAV : Capital Raised 2009-2015**



## SERVICE UPDATES

Spot freight rates on the FE-USEC has surged to a record high of \$4,747/FEU as shippers continue to face a shortage of space on the route, as cargo is diverted from the congested US West Coast ports.



#### CMA CGM : Liberty Solo / Victory Bridge Service Details

##### Liberty Solo (New from January)

###### Vessels Deployed:

5 x 1,700-1,800 teu

###### Port Rotation

Antwerp, Rotterdam, Bremerhaven, Le Havre, New York, Norfolk, Savannah, Charleston, New York, Antwerp

##### Victory Bridge (revised January)

###### Vessels Deployed:

6 x 3,400-4,200 teu

###### Port Rotation

Le Havre, Antwerp, Rotterdam, Bremerhaven, Charleston, Miami, Vera Cruz, Altamira, Houston, New Orleans, Miami, Le Havre

## Zim ceases FE-North Europe ad-hoc sailings ...

The Israeli carrier Zim has cancelled all of its ad-hoc Far East to North Europe sailings, therewith pulling out three sailings originally scheduled to depart from Asia over December, January and February.

The move marks Zim's final exit from the Far East to North Europe sector. Zim had earlier announced its pull-out from this trade in April 2014, after it ceased to participate on the 'AEX 1' service which it operated jointly with CSCL. However, Zim nevertheless continued to offer ad-hoc sailings on this route since June, with departures every four to six weeks, using various surplus ships of 4,600 to 10,000 teu.

## ... and switches surplus ships to FE-USEC instead

Following the aforementioned cessation of FE-Europe voyages, Zim has sent its surplus ships to the FE-USEC trade, taking advantage of the recent space shortage and surging spot rates on that route.

The 8,440 teu ZIM CHICAGO is currently taking cargo in the Far East, for an ad-hoc trip that will call at Qingdao, Shanghai, Ningbo, Yantian, Dachan Bay, Port Kelang, (Suez), New York, Savannah and Kingston.

This will be followed by a second extra sailing using the 10,062 teu TIANJIN in late January.

Another of Zim's surplus ships, the 8,440 teu ZIM SAN DIEGO, has been chartered out to Yang Ming. The vessel will be deployed on the CKYHE FE-USEC 'AWE 4/NUE 4' service at the end of January. Here, Yang Ming is also taking advantage of strong demand to the USEC by inserting larger ships into the service, in lieu of the loop's current fleet of 5,500-6,500 teu units.

## CMA CGM adds New Orleans to 'Victory Bridge'

CMA CGM is to add New Orleans to its North Europe-South USEC-US Gulf 'Victory Bridge' service whilst dropping Savannah, to be served by the new North Europe-USEC 'Liberty Solo' service, launched from Antwerp last week.

The 'Victory Bridge' will henceforth cover Le Havre, Antwerp, Rotterdam, Bremerhaven, Charleston, Miami, Vera Cruz, Altamira, Houston, New Orleans, Miami, Le Havre. Sailings are provided on a weekly basis using six vessels ranging from 3,400 to 4,200 teu. The first departure from New Orleans will be ensured on 25 January by the 3,534 teu NORTHERN DEXTERITY.

Of note, Maersk Line and MSC ceased to take slots on this service after the implementation in mid-January of the new '2M' transatlantic services.

## SERVICE UPDATES

**Maersk : Triple Star Service Details****Triple Star****Vessels Deployed:**

5 x 4,200-4,900 teu

**Port Rotation**

Singapore, Tanjung Pelepas, Auckland, Tauranga, Singapore

**MSC : Kiwi Service Details****Trans Tasman & New Caledonia service (New from February)****Vessels Deployed:**

3 x 900-1,100 teu

**Port Rotation**

Melbourne, Bell Bay, Sydney, Brisbane, Noumea, Tauranga, Auckland, Melbourne

**Maersk upgrades SE Asia-NZ 'Triple Star' to weekly**

Maersk is to upgrade its SE Asia-NZ 'Triple Star' loop to a weekly frequency. This loop was launched in October 2014 and offered so far about three sailings every month. The 'Triple Star' is one of three SE Asia-NZ loops operated by Maersk, together with the 'Northern Star' and 'Southern Star' weekly services. Hapag-Lloyd takes slots on all three loops.

The upgrade will see a fifth ship added to the service, the 4,860 teu BUXHAI.

**MSC to add Bell Bay to reshaped Trans Tasman link**

MSC's reshaped Trans Tasman and New Caledonia 'Kiwi' service, to be implemented in February, will incorporate a call at the port of Bell Bay, Tasmania. The expanded 'Kiwi' rotation will cover Melbourne, Bell Bay, Sydney, Brisbane, Noumea, Tauranga, Auckland, Melbourne, using a fleet of three containerships, including the 966 teu HOHEBANK (Zhejiang 950) and two 'CV 1100' units, the 1,118 teu MEKONG RIVER and the 1,114 teu FRISIA ALLER.

Whilst the service will provide weekly sailings, Bell Bay will initially be served fortnightly, with weekly calls at a later stage if supported by demand. Bell Bay will be connected to MSC's global network through double transshipments in Australia and Singapore.

In November, Swire Shipping signed a Memorandum of Understanding with the Government of Tasmania for the launch of a direct international container service from Bell Bay to Asia, with the government pledging a \$33 M annual subsidy to support the project. Swire said the planned project is still under study. It would allow Bell Bay to recover a direct container service to Asia after it lost in Spring 2011 the calls of the SE Asia-Australia 'Triple A' service, its last deep sea container connection. The MOU has been criticised by Tasmanian industry bodies who preferred extended freight subsidies over a direct international shipping service. The launch of MSC's service also raises questions about the need for the Tasmanian government to subsidise the Swire service.

The only international container loop currently covering Bell Bay is Swire's Asia-Pacific-Australasia (APA) multi-purpose and container service which offers one sailing per month.

Apart from Swire, the only international carrier that currently provides a physical service to Tasmania is ANL, the Australian affiliate of CMA CGM. Through a joint venture with Toll Shipping, an affiliate of the Australian logistics group Toll, ANL offers a roro shuttle between Burnie and Melbourne. Containers ferried on this shuttle can be transhipped onto ANL's international services at Melbourne.



## SERVICE UPDATES

**CNC : China 2 Service Details****China 2 (New from Feb)****Vessels Deployed:**

4 x TBN

**Port Rotation**

Dalian, Xingang, Lianyungang, Chiwan, Jakarta, Surabaya, Davao, Shanghai, Dalian

**CNC : NTX 1 Service Details****New Thailand Express 1****Vessels Deployed:**

Slots on Namsung/CK/Dongjin service

**Port Rotation**

Inchon, Kwangyang, Busan, Hong Kong, Laem Chabang, Bangkok, Laem Chabang, Ho Chi Minh City, Inchon

**DAL/UAFL : ME-Indian Ocean Island-South Africa Service Details****ME-IO-SAF service****Vessels Deployed:**

Slots on Maersk 'MISA' service

**Port Rotation**

Jebel Ali, Mundra, Nhava Sheva, Durban / Port Elizabeth, Durban, Port Louis, Jebel Ali, Mundra, Nhava Sheva

**Cheng Lie adds China-Indonesia-Philippines link**

Cheng Lie Navigation Co (CNC - the intra Asia arm of CMA CGM) is to start a new weekly China-Indonesia-Philippines container service in early February, dubbed 'China 2', adding to CNC's existing China-Indonesia-Philippines 'China 1' weekly service.

The new service will call at Dalian, Xingang, Lianyungang, Chiwan, Jakarta, Surabaya, Davao, Shanghai, Dalian. It will turn in four weeks with a fleet of four yet-to-be-named container vessels. The 'China 2' service will provide the only direct container link between the North China port of Lianyungang and Indonesia. CNC did provide such a direct link from January 2006 (prior to its purchase by CMA CGM in April 2007) to May 2012 through slots on Yang Ming's 'Pan Asia Service' (PAS). This direct connection was halted in May 2012, when the Yang Ming service was restructured.

The new 'China 2' service also provides a unique Chiwan-Surabaya direct connection and will also offer northbound calls at Davao in the Southern Philippines, with a five-day transit time to the next port of call, Shanghai. The 'China 2' service is due to kick off on 5 February.

**Cheng Lie adds Korea-Thailand-Vietnam service**

CNC will add a new weekly service between Korea, Hong Kong, Thailand and Vietnam through slots on the 'New Thailand Express' (NTX) service operated jointly by Namsung, CK Line and Dongjin. The service, launched last November, calls at Inchon, Kwangyang, Busan, Hong Kong, Laem Chabang, Bangkok, Laem Chabang, Ho Chi Minh City, Inchon, using three vessels of 1,400 to 1,800 teu.

CNC will participate on all the ports of the service, branding its participation 'NTX 1'. The slot agreement will become effective with the sailing of the 1,440 teu CAPE FLINT (Hegemann 1400) from Inchon on 26 January.

For Cheng Lie, the 'NTX 1' will add to its 'KVT' loop ensured through slots on the joint weekly Korea-Vietnam-Thailand (KVT) service of Namsung and CK Line, operated with three vessels of 1,800 to 1,900 teu.

**UAFL re-arranges ME-IO Islands-SAF coverage**

United Africa Feeder Line (UAFL) is to re-arrange its coverage of the Middle East - Indian Ocean Islands - South Africa trade after Maersk announced the termination of its weekly 'MISA' service on which UAFL was so far taking slots.

As a replacement offering in this region, UAFL is to take slots on Maersk Line's new weekly Middle East - India - South Africa - West

## SERVICE UPDATES

**Hamburg Süd : Colombia-WCSA  
Service Details****Colombia-WCSA****Vessels Deployed:**

3 x 1,300 teu

**Port Rotation**

Cartagena, Barranquilla, Turbo, Cartagena, Buenaventura, Guayaquil, Balboa, Cartagena

**CCNI : Callao-Guayaquil  
Service Details****Callao-Guayaquil****Vessels Deployed:**

Slots on CMA CGM 'Inca' service

**Port Rotation**

Callao, Guayaquil / Guayaquil, Callao

Africa service 'MESAWA', which is scheduled to begin operations this week.

The slot agreement was actually concluded between UAFL's parent Deutsche Afrika Linien (DAL) and Maersk, and the slot allocation is shared between UAFL and DAL.

UAFL will only participate on the Middle East - India - Indian Ocean Islands - South Africa leg of the service, calling at Jebel Ali, Mundra, Nhava Sheva, Durban in the southbound direction, and at Port Elizabeth, Durban, Port Louis, Jebel Ali, Mundra, and Nhava Sheva northbound.

**Hamburg Süd organizes NCSA-WCSA container service**

Hamburg Süd has launched a weekly service connecting the Colombian Caribbean ports to the WCSA. The new loop trades in a butterfly pattern centred on Hamburg Süd's Colombian hub of Cartagena. Apart from the direct NCSA-WCSA links, it also acts as a feeder.

The service turns in three weeks with call at Cartagena, Barranquilla, Turbo, Cartagena, Buenaventura, Guayaquil, Balboa, Cartagena.

Three ships with high reefer capacities (390 to 450 reefer plugs), averaging 1,300 teu, are deployed to cater in particular to banana and fruit shipments from Turbo and Guayaquil. The fleet consists of the 1,350 teu HS LISZT (MRC 1100), the 1,341 teu ALGOL (MRC 1100) and the 1,296 teu FOUMA (CV Neptun 1200). The Chilean carrier CCNI, which is currently finalising talks to sell its container shipping division to Hamburg Süd, will take slots on the Guayaquil-Buenaventura port pair, branding its participation 'Guayaquil Feeder Express'.

**CCNI opts for slots on Callao-Guayaquil run**

Chilean carrier CCNI will this week replace its dedicated Callao-Guayaquil shuttle, so far operated with the 1,121 teu DOVER STRAIT, by slots on CMA CGM's weekly WCSA 'Inca' feeder service.

The 'Inca' calls at Balboa (PPC and PSA Rodman), Buenaventura, Guayaquil, Callao, Arica, San Antonio, Callao, Guayaquil, Buenaventura, Balboa, using a fleet of four geared container vessels of 1,200-1,300 teu. CCNI will only participate on the Callao-Guayaquil leg, effective with the sailing of the 1,296 teu WARNOW DOLPHIN from Callao on 24 January.

CCNI established a feeder shuttle from Callao to Guayaquil when the Asia-WCSA services, in which CCNI participates, were upgraded to ships of 6,700-8,000 teu, which the Ecuadorian port cannot handle. Currently, the largest container vessels that can call at Guayaquil are panamax units of 5,000 teu.

## SERVICE UPDATES

## Russia, Korea, China, Myanmar

## MCC IA-5 Service

## Vessels Deployed:

8 x 1,100 teu

## Port Rotation

Shanghai, Ningbo, Busan, Vladivostok (2 terminals), Shanghai, Ningbo, Singapore, Port Kelang, Yangon, Port Kelang, Tanjung Pelepas, Singapore, Kuantan, Sihanoukville, Ho Chi Minh City, Hong Kong, Shanghai

## Crowley Puerto Rico Services

## USEC to PR Barge Services

## Vessels Deployed:

Roro barges (towed by tugs)

## Port Rotation:

Jacksonville, San Juan de Puerto Rico and  
Pennsauken, San Juan de Puerto Rico



One of Crowley Maritime's triple-deck roro barges is leaving San Juan de Puerto Rico for the USEC.

Photo: Crowley

## MCC organizes a multimarket service from Vladivostok to Myanmar

MCC Transport (the intra-Asia arm of APM-Maersk) is to offer the first container service connecting directly Russia, Korea and China to Myanmar. The new service is created by grafting one of MCC's two Straits to Yangon feeder services into a revised version of its intra-Asia 'IA-5' loop.

The extended 'IA-5' connects Shanghai, Ningbo, Busan, Vladivostok (Fish Port), Vladivostok (Dalzavod), Shanghai, Ningbo, Singapore, Port Kelang, Yangon, Port Kelang, Tanjung Pelepas, Singapore, Kuantan, Sihanoukville, Ho Chi Minh City, Hong Kong, Shanghai. It turns in eight weeks with eight ships of around 1,100 teu (including the two ships so far employed on the RG-1).

The 'IA-5' will be by far the longest loop run with 1,100 teu tonnage. The reason to deploy such small ships on such a long loop is, that the 'IA-5' is actually an operational combination of different services:

Firstly, it combines several local feeder loops which each serve ports with severe size restrictions, such as Yangon and Sihanoukville. Furthermore, it provides multimarket short sea links both in South East Asia, China, Korea and Russia, on top of offering direct links between all these markets and Myanmar or Cambodia without the need to transship cargo.

Another aspect is that the long rotation, which features a Vladivostok call at its northern turning point, allows a high number of vessels to take advantage of Russia's low bunker prices and thus gain a competitive advantage.

The 'IA-5' connects the two most extreme substantial ports in East Asia : Vladivostok and Yangon. Eight countries are directly connected. The round voyage covers 10,500 miles, equivalent to a Japan-California round voyage.

## Crowley fills USEC-PR gap left by Horizon exit

Crowley Maritime Corp. is to add a 400 feu capacity, flat deck barge to its South Atlantic Puerto Rico service in the first quarter, increasing the rotation between Jacksonville and San Juan to four sailings each week.

The company will also replace the USEC to Puerto Rico trade's existing 580-foot triple-deck barges with larger, recently-modified 730-foot triple-deck barges, increasing capacity by over 40% in the trade lane.

Crowley's initiatives come in the wake of the closure of Horizon Lines' USEC to Puerto Rico service.

## DELIVERY UPDATES

Cellular Containership Deliveries  
January 2015

| Name                | Teu    | Operator  |
|---------------------|--------|-----------|
| MSC OSCAR           | 19,224 | MSC       |
| MUNKEBO MAERSK      | 18,340 | Maersk    |
| MAREN MAERSK        | 18,340 | Maersk    |
| AL MURABBA          | 14,993 | UASC      |
| CEZANNE             | 9,962  | Maersk    |
| OOCL TAIPEI         | 8,888  | OOCL      |
| EVER LUNAR          | 8,508  | Evergreen |
| UASC BUBIYAN        | 6,882  | UASC      |
| JPO ATAIR           | 5,001  | Maersk    |
| SEAMAX STAMFORD     | 4,896  | Maersk    |
| YM ENLIGHTENMENT    | 4,662  | Yang Ming |
| NILEDUTCH DORDRECHT | 3,510  | NileDutch |
| NORDPUMA            | 1,756  | TS Lines  |

JPO ATAIR



## The ALEXIS (6,882 teu) is delivered - Joins UASC

Greek owner Technomar Shipping has received the ALEXIS, first of two wide-beam 6,882 teu ships that it ordered at the Hanjin-Philippines shipyard in February 2013, with the second ship, OLIVIA, expected to follow in a few weeks. Both vessels have been chartered by UASC for at least three years. The ALEXIS has been renamed UASC BUBIYAN and the OLIVIA been come on stream as UASC YAS.

The UASC BUBIYAN is to join the just launched Asia-Adriatic (PHOEX/AMX 8/AMC 4) service jointly offered by CMA CGM, CSCL and UASC within the framework of the 'Ocean Three' arrangements.

## The JPO ATAIR (5,001 teu) joins Maersk Line

German owner Oltmann Schifffahrt (JP Oltmann) has received from Weihai-based Samjin Shipbuilding Industries the JPO ATAIR, one of two 5,001 teu over-panamax ships initially ordered in June 2011 by Reederei Horst Zeppenfeld, who cancelled the contracts further to excessive construction delays (delivery was initially planned for summer 2013). The still to be completed ships were then put up for sale by creditor banks, with Oltmann Schifffahrt purchasing one of them.

The JPO ATAIR has been chartered by Maersk for three years and will start her career this week on the new 'AE-3/TP-9' pendulum, which swings between the Black Sea, Far East and the Seattle/Vancouver sector. MSC takes slots on this service within the frame of the '2M' agreement, branding it 'Great Sea' for the Black Sea-FE string and 'Eagle' for the transpacific string. This pendulum, launched last week, rotates in 15 weeks with 15 ships of 4,500-5,000 teu, all provided by Maersk Line.

## The NORDPUMA (1,756 teu) joins TS Lines

Hamburg-based Reederei 'Nord' has received the NORDPUMA, seventh of 12 ships of 1,756 teu ordered at the Zhejiang Ouhua shipyard in three steps between April 2011 and March 2014 by Reederei 'Nord' with the financial backing of AMA Capital Partners.

The NORDPUMA has been chartered by TS Lines for assignment to the carrier's Japan-Taiwan-Hong Kong-Haiphong (JTK 2) service. She follows the NORDLUCHS, delivered in December.

The ships are based on the German 'CV Neptun 1700' design, also known as 'Topaz' type. They offer an extra wide beam with an Lbp to B ratio of only 5.75 and an Loa of 170.00 m, under the 172.20 m limit that defines the 'Bangkokmax' gauge.

The ships are fitted with 350 reefer plugs and can be optionally geared.