

# DynaLiners Weekly

Your prime information source for container shipping since 1990



DynaLiners 35/25 – 29 August 2025

## New Publication!

### Reefer Analysis 2024

Conventional, Containers, Markets, Fleets

Click on banner or go to <https://dynamar.com/product/reefer-2024/>



## CONTENTS

### Trades 2

- Split the pendulum, save USD 185mn in fees!..... 2
- Antwerp return call back on MSC's Britannia loop..... 2
- Arkas, Turkon increase TRI/IMS to weekly ..... 2
- Duqm in, Singapore out of Maersk's FM1 ..... 2
- Guatemala exports impacted by dockers strike ..... 2
- Folk Maritime joins IMR of CU Lines and Marsa Ocean2
- WEC Lines adds two, takes one port off NWC-PT..... 2
- Turkey ups Israel shipping restrictions, unofficially ..... 3
- Tarros joins CMA CGM's intra-Med GTL ..... 3
- CMA CGM launches Singapore-Batam shuttle ..... 3
- Asean Seas splits previously combined HHX1/SVP2 .... 3
- North America trade volumes 1H 2025 ..... 3
- North America freight rate development 2Q 2025 .... 4

### Companies 5

- OOIL posts strong 1H 2025 results ..... 5
- Eimskip 1H25 carryings up, financials down..... 5
- DynaLiners Shares Index – Cancelling out ..... 5

### Ports, Terminals & Arteries 6

- Rotterdam to study options to expand port space..... 6
- MSC to take over Rotterdam shortsea/barge facility .. 6
- CVC DIF (to) divest Spanish terminal investments..... 7

- Leixoes in line to develop new 1.6mn TEU terminal ....7
- La Spezia CT expansion to go ahead again .....7
- CMA CGM to speed up Latakia development.....7
- APM Terminals to develop 3 ports in east India.....7
- ZPMC ships 3x StS to Din Vu (Vietnam) .....7
- Vingroup unveils USD 14bn development.....7
- Charleston's Leatherman term. building 2<sup>nd</sup> berth.....8
- Hutchison Ports throughput +4% 1H 2025 .....8

### Ships & Containers 8

- Euroseas orders 2x 4,300 TEU .....8
- CMA CGM orders 6+4 22,000 TEU LNG/DF units .....8
- Fire on "Marie Maersk" under control .....8
- Capital Clean Energy sells 1x 13,300 TEU, two left.....9
- Hoa Phat delivers 1,000 new boxes to CMA CGM.....9
- CIMC 1H dry box sales down, reefer sales up .....9

### Non-Container Trades 9

- UAL to start intra-Caribbean link.....9
- Ammonia engines for Höegh's final four Auroras .....9
- Grimaldi receives first of 10 PCTCs of 9,000+ CEU .....10
- DP World expanding Ro/Ro cap at Jebel Ali Term. 4...10

### Facts & figures 11

### DynaLiners Shares Index (DLSI)

Week 35 (26-Aug-25)

Overall Index

2,235

Change (week-on-week)



-10

Sector	Index	Change
Carriers	3,105	▼ -18
Ports	1,381	▼ -5
Owners	2,763	▲ +7
Boxes	1,410	▲ +3

See Page 5

## TRADES

### East-West Trades

- *Split the pendulum, save USD 185mn in fees!*

The separation of the **Premier Alliance's** (**HMM, ONE, Yang Ming**) **MP2** pendulum into separate Far East-Mediterranean **MD2** and Middle East-US West Coast loops may also have been influenced by the October pending fees on Chinese-built ships calling the United States. Ten Chinese-built containerships currently on the to be separated out MP2 will ensure the new MD2 and thereby avoid the US. This move could potentially save the operator of those, ONE, some USD 185 million in annual port fees.

- *Antwerp return call back on MSC's Britannia loop*

In September, the outbound port call to Antwerp will be returned to **MSC's Britannia Express** writes the local Flows. It already featured on the import (west-bound) leg but lost the eastbound call a couple of months back as MSC was limiting how often it called Antwerp's pressurised **MPET** terminal, this being an **MSC/PSA** joint venture (DL 29/25 also refers). The Britannia Express is ensured by fifteen ships averaging around 14,500 TEU that will now call: Shanghai, Guangzhou (Nansha), Shenzhen (Yantian), Ho Chi Minh (Cai Mep), Singapore, Colombo, Felixstowe, Antwerp, Gdansk, Gdynia, Klaipeda, Antwerp, London (Gateway), Las Palmas, Vizhinjam, Singapore and back to Shanghai.

### Europe Trades

- *Arkas, Turkon increase TRI/IMS to weekly*

By adding a fifth vessel, **Arkas** and **Turkon** have increased frequency of their start 2025-launched Mediterranean-Red Sea-India TRI/IMS from once every ten days to weekly. The now five ships of around 2,600 TEU connect: Istanbul (Ambarli), Izmit, Gemlik, Mersin, Aqaba, Jeddah, Nhava Sheva, Mundra, Jeddah, Aqaba, Alexandria and back to Istanbul.

### Far East Trades

- *Duqm in, Singapore out of Maersk's FM1*

**Maersk** has removed Singapore from its **FM1** service to the Middle East (Gulf) with Oman's Duqm coming in. This leaves the rotation as Tanjung Pelepas, Salalah, Duqm, Jebel Ali, Colombo and back to Tanjung Pelepas.

### Other North-South Trades

- *Guatemala exports impacted by dockers strike*

A strike by port workers at Guatemala's Atlantic coast port of **Santo Tomas de Castilla** that started on 18 August led, within a few days, to approaching 3,000 reefer containers being stranded. A further nine ships and twenty-five service connections were also said to be disrupted. Considering the importance of perishables export's to Guatemala's economy, it is not a surprise that the financial impacts were estimated at around USD 30 million. Earlier in August, a three-day blockade of the port's entrance was said to have affected 1,800 containers and cost the economy USD 500,000.

- *Folk Maritime joins IMR of CU Lines and Marsa Ocean*

**Folk Maritime** has joined the India-Middle East **IMR** service of **CU Lines** and **Marsa Ocean Shipping**, reports Alphaliner. This service calls Nhava Sheva, Mundra, Jebel Ali, Djibouti, Jeddah, Aden and back to Nhava Sheva.

### Intra-Europe

- *WEC Lines adds two, takes one port off NWC-PT*

**WEC Lines** has made further amendments to its **NWC PT** and the **NWC CAI**. For the NWC PT, in have come Thamesport and Vigo whilst Hamburg has been removed and now features on the NWC CAI. Summary details of the two loops are as below:

- **NWC PT** - 2x 1,000 TEU - Rotterdam, Moerdijk, Antwerp, Leixoes, Setubal, Vigo, Montoir, Thamesport and back to Rotterdam

- **NWC CAI** - 3x 900 TEU - Hamburg, Thamesport, Moerdijk, Bilbao, Vigo, Leixoes, Las Palmas, Santa Cruz, Sines, Leixoes and back to Hamburg
- *Turkey ups Israel shipping restrictions, unofficially*  
**Turkey** has apparently imposed a number of restrictions on vessels calling the country and/or Israel. In summary, these measures are:
  - Turkish port authorities are no longer accepting vessels that have arrived directly from or will sail directly to **Israel**
  - Port agents now have to show that:
    - Owners, managers and operators of vessels calling Turkey have no links with Israel, and
    - No military or hazardous cargoes on board are bound for Israel
  - Turkish-flagged vessels are now also banned from calling Israel

This is all considered unofficial action as no pronouncements appear to have been made by central government. However, Israeli carrier **ZIM** has confirmed the new requirements and is adjusting its schedules accordingly.
- *Tarros joins CMA CGM's intra-Med GTL*  
Italy's **Tarros** has joined the **GTL** service of **CMA CGM** as a vessel provider, advises Alphaliner. This service is ensured by five vessels of around 1,800 TEU that call: Thessaloniki, Piraeus, Limassol, Damietta, Beirut, Mersin, Tripoli (Lebanon), Beirut, Port Said, Marsaxlokk, Misurata, Marsaxlokk and back to Thessaloniki.

## Intra-Far East/Australasia

- *CMA CGM launches Singapore-Batam shuttle*  
Together with its local (joint venture) agency, **PT Container Maritime Activities**, **CMA CGM** has started offering the Batam Singapore Express (**BSX**), a twice weekly shuttle between Singapore and **Batu Ampar Container Terminal** in Batam (see DL 34/25). The shuttle is provided by a single 600 TEU vessel.
- *Asean Seas splits previously combined HHX1/SVP2*  
The combined **HHX1/SVP2** service of **Asean Seas Line** that was created earlier this year (see DL 12/25) is to be split into two, Alphaliner spotted. Summary details of the two operations are:
  - HHX1 - 2x 1,200 TEU - Ningbo, Shanghai, Xiamen, Hai Phong, Da Nang, Ningbo
  - SVP2 - 1x 1,100 TEU - Shenzhen (Chiwan), Guangzhou (Nansha), Xiamen, Manila, Shenzhen

## Tariff and Trade Statistics

- *North America trade volumes 1H 2025*  
During January-June 2025 **container volumes** to, from and between **North America** (i.e. US, Canada, Mexico) grew by 1.9%, year-on-year, to 24.3 million TEU, according to (provisional) figures from Container Trades Statistics (CTS). Exports and the already marginal intra-trades disappointed with reductions of 2.6% and 3.4%, respectively. Imports reflected a reasonable growth rate of 4.0%.

Ex/Imports	Share 2025	Growth '25/'24	1H25 TEU	1H24 TEU	1H23 TEU
Exports	29%	-2.6%	7,004,700	7,193,200	6,887,100
Imports	71%	4.0%	17,203,100	16,545,800	14,422,400
Intra-Europe	1%	-3.4%	122,000	126,300	114,600
<b>Total</b>	<b>100%</b>	<b>1.9%</b>	<b>24,329,800</b>	<b>23,865,300</b>	<b>21,424,100</b>

Across the various **export container trades**, volumes dropped by 188,500 TEU. Three routes grew with exports to Europe adding most boxes (+80,600 TEU) and sub-Saharan Africa advancing at the fastest rate (+25.1%). Exports to the Far East dropped by the largest amount and fastest rate (-304,000 TEU and -9.2%). All other changes, at a TEU level, were marginal.

Exports to	Share 2025	Growth '25/'24	1H25 TEU	1H24 TEU	1H23 TEU
Far East	43%	-9.2%	2,998,400	3,302,400	3,069,400
Europe	21%	5.9%	1,444,600	1,364,000	1,325,200
Australasia	2%	-6.0%	120,700	128,400	135,000
Middle East/ISC	11%	-0.4%	792,200	795,100	795,100
Sub-Saharan Africa	3%	25.1%	180,500	144,300	152,600
Latin America	21%	0.6%	1,468,300	1,459,000	1,409,800
<b>Total Exports</b>	<b>100%</b>	<b>-2.6%</b>	<b>7,004,700</b>	<b>7,193,200</b>	<b>6,887,100</b>

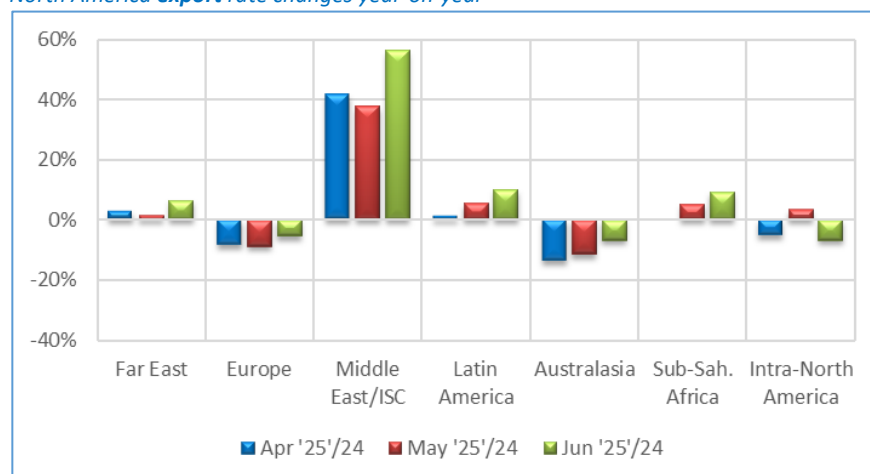
In comparison with 1H 2024, North America's **containerised imports** grew by 657,300 TEU, with all trades showing improvement. Although cargoes from the Far East grew at one of the slower rates of 2.3%, this still equated to the largest physical gain of 257,600 TEU. It was, though, only 36,000 TEU more than the extra from Latin America. The trade with the fastest rate of growth was, again, sub-Saharan Africa at +20.8%.

Imports from	Share 2025	Growth '25/'24	1H25 TEU	1H24 TEU	1H23 TEU
Far East	68%	2.3%	11,650,600	11,393,000	9,690,000
Europe	15%	2.1%	2,659,500	2,603,900	2,432,000
Australasia	1%	8.0%	128,900	119,300	107,000
Middle East/ISC	6%	9.5%	1,104,600	1,009,100	847,600
Sub-Saharan Africa	1%	20.8%	103,000	85,300	84,000
Latin America	9%	16.6%	1,556,500	1,335,200	1,261,800
<b>Total imports</b>	<b>100%</b>	<b>4.0%</b>	<b>17,203,100</b>	<b>16,545,800</b>	<b>14,422,400</b>

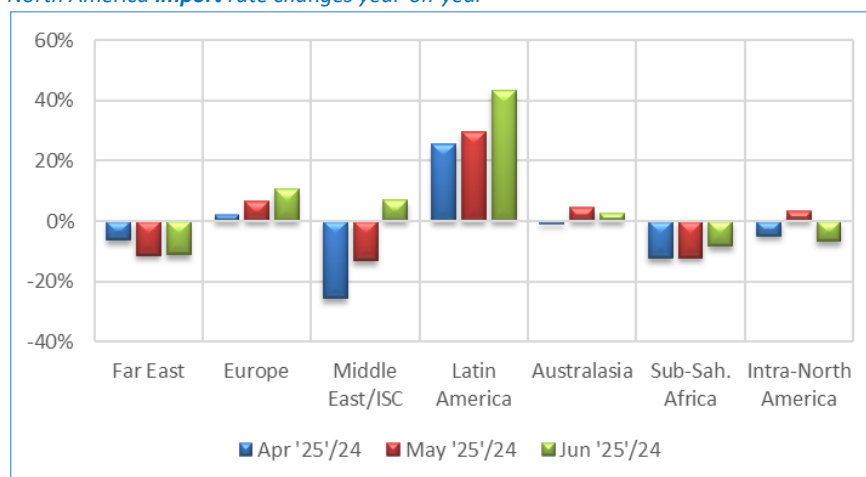
• *North America freight rate development 2Q 2025*

Comparing CTS' **all-in rate levels from North America to rest of the world** for April-June 2025 with the same months of 2024 showed generally positive results with four intercontinental trades consistently up and two down. The route with the strongest development was to the Middle East/Indian Subcontinent, which was understandable given that transits of the Red Sea (for most North American cargoes) were not possible. It averaged a rates growth of 45%. At the other end of the scale, export rates to Australasia were 11% down, on average.

*North America export rate changes year-on-year*



With regards to **all-in rate levels from the rest of the world to North America** the picture was similar to exports in the lack of uniformity. Rates from Latin America were the strongest, up by a third on average, whilst from the Far East, Middle East/Indian Subcontinent and sub-Saharan Africa, they were down by 10-11%.

North America **import** rate changes year-on-year

## COMPANIES

### Carriers

- *OOIL posts strong 1H 2025 results*

Independently of its majority shareholder, **Cosco Shipping Holdings**, **OOIL** has presented its half-year financial results. OOIL is the parent of carrier **OOCL**, who together with the much smaller logistics activities generated a revenue of USD 4.88 billion (+5% year-on-year). Operating profit (EBIT) was USD 978 million (+17%) with net result USD 954mn (+14%)

- *Eimskip 1H25 carryings up, financials down*

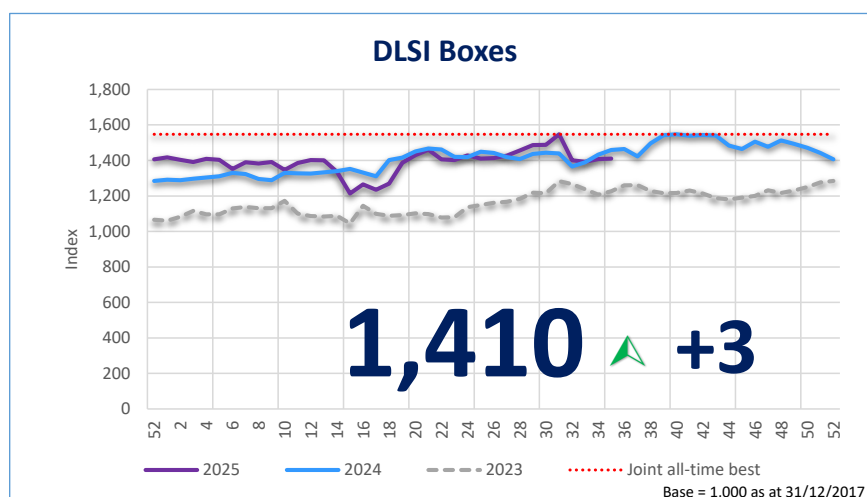
**Eimskip**'s first half results show revenue from liner operations of EUR 211 million (USD 248mn), down by 24% year-on-year. EBITDA from liner activities were also down, this time by 34% to EUR 15.5 million (USD 18.2mn). Group net profit, therefore encompassing all business segments, came in at EUR 4.5 million (USD 5.3mn), a reduction of 46%. Carryings, though, were 107,200 TEU, an increase of 7,300 TEU and 7.3%. During the second quarter, five trade lanes exhibited growth with the two Norway routes marginally down (400 TEU all told).

### The DynaLiners Shares Index

- *DynaLiners Shares Index – Cancelling out*

This was a week where the **DynaLiners Shares Index** took something of a pause for breath as the main index only moved by 10 points down to 2,235. Furthermore, the largest move of the week came from **DLSI Carriers** which dropped by 18 points (+0.5%). The other indices barely moved. For **DLSI Boxes** (+3 pts), even though it was only a few weeks ago, the time when it matched its all-time record now seems a long way away.

The tone was set by the individual members as the sixty-three share price falls compared to fifty-nine gains. The average change was a marginal +0.3%. Inter-continental carrier **ZIM**, whose shares dropped by 13%, and similarly significant shipowner **SFL Corporation**, whose shares fell by 11%, were this week's loss leaders. At the other end of the table were carrier **Antong Holdings** on plus 11% and Turkish port **Trabzon Liman**, with a gain of 17%.



Total share price movements week 35		Top movers	
59	▲ Up	Trabzon Liman	▲ 17%
63	▼ Down	Antong Holdings	▲ 11%
14	■ Unchanged	SFL Corporation (Ship Finance)	▼ -11%
0.3%	▲ Average change	ZIM Integrated Shipping	▼ -13%

## PORTS, TERMINALS & ARTERIES

### Europe

- *Rotterdam to study options to expand port space*

Having identified a potential shortage of vessel mooring space in the future, due primarily to the energy and raw materials transition, the **Port of Rotterdam** is to launch a two-year long study into options to deal with this. Alongside initial options as optimising existing space within or on sites away from the port, there is the possibility of expanding the already substantial **Maasvlakte** development. This could add between 380 hectares (yellow line) and 1,000 hectares (red line).

*Possibilities for seaward expansion at Rotterdam (Maasvlakte)*



(Source: Port of Rotterdam)

- *MSC to take over Rotterdam shortsea/barge facility*

The **Consumers and Market Authority** of the Netherlands (**ACM**) has given its approval for **MSC's Medlog** to take over (via a majority holding) **Barge Center Waalhaven** ([location](#)) in the Rotterdam port area of the same name. It handles shortsea and inland vessels and has an annual capacity of around 200,000 TEU.



- *CVC DIF (to) divest Spanish terminal investments*

**CVC DIF**, part of Netherlands-listed **CVC Capital Partners**, has or will divest Spanish port and terminal interests. It has already sold its 49% stake in **Boluda Maritime Terminals** having entered, as **DIF Capital Partners**, in 2022 (DL 17/22 refers). Boluda Maritime is active in seven Spanish container/multipurpose terminals on the mainland or Canary Islands. A couple of months back, the 51% shareholder, **Boluda Corporacion Maritima**, requested permission to buy the remaining 49% (DL 25/25).

**CVC DIF** has also agreed to sell the 49% it has in the joint venture with **CMA CGM** that, in turn, holds 50% less one share in **Total Terminals International** of Algeciras (which has **HMM** as the one-share majority owner). The DIF/CMA CGM combination entered in 2020 (see DL 34/20). No further details on either of the deals were disclosed by CVC DIF.

- *Leixoes in line to develop new 1.6mn TEU terminal*

**Portugal's** government has launched its **Port 5+** strategy which foresees a total of EUR 4 billion (USD 4.7bn) invested in the national ports sector, and the award of up to fifteen concessions over the coming decade. Three-quarters of the to be invested amount is to come from the private sector. Within the national plan is the proposed development of the EUR 430 million (USD 500mn) and 1.6 million TEU capacity **North Container Terminal** in the port of **Leixoes**. The aim is for the port to handle more than 1.0 million TEU by 2035. In 2024, its throughput was 715,000 TEU.

- *La Spezia CT expansion to go ahead again*

The project to develop the **Molo Ravano** (Ravano quay) expansion at **Contship Italia's La Spezia Container Terminal** looks like it should start moving again. After a tender was run for the construction of this facility (see DL 25/24) a losing consortium launched an appeal, halting progress. This appeal has now been rejected by the **Liguria Regional Administrative Court**. Once completed, the project will deliver a 524-metre berth offering an extra 600,000 TEU in capacity.

- *CMA CGM to speed up Latakia development*

After being awarded the 30-year concession to modernise and operate **Latakia Container Terminal** in the Syrian port of the same name (DL 19/25), **CMA CGM** committed to an initial investment of EUR 30 million (USD 35mn). In consultation with the Syrian government, it has now decided to speed up the process and bring the second phase forward. Overall, EUR 200 million (USD 235mn) will be spent with improvements including capacity being raised to 1.0 million TEU, increasing draught to at least 16.0m and the development of connecting landside infrastructure.

## Middle East/Indian Subcontinent

- *APM Terminals to develop 3 ports in east India*

**APM Terminals** has signed a memorandum of understanding with the **Andhra Pradesh Maritime Board** to invest around USD 1.0 billion in developing three ports along India's eastern coast. The ports are at **Ramayapatnam** ([location](#)), **Machilipatnam** ([location](#)) and **Mulapeta** ([location](#)), with further details pending. Andhra Pradesh state currently has five non-major ports with four greenfield ports planned. The MoU concentrates on developing new ports and terminals.

## Far East/Australasia

- *ZPMC ships 3x StS to Dinh Vu (Vietnam)*
- *Vingroup unveils USD 14bn development*

**ZPMC** has despatched three new ship-to-shore cranes with outreaches of 43 metres (around 17-boxes) to the port of **Dinh Vu**, near **Hai Phong**, in Vietnam.

Vietnam's **Vingroup**, the owner of electric vehicle manufacturer **Vinfast**, amongst others, has announced a USD 14 billion investment to develop the **Nam Do Son Port and Logistic Center** in the south of Hai Phong. The whole development will cover 4,400 hectares and be delivered in three phases. Phase I will be constructed over 2026-30 at a cost of around USD 1.1 billion and will include the

port aspect. As well as supporting Vingroup activities, it is also seen as supplementing Hai Phong's existing container capacity.

## Americas

- *Charleston's Leatherman term. building 2<sup>nd</sup> berth*

The **South Carolina Ports Authority** has announced the start of works to construct the second berth at **Charleston's Hugh K. Leatherman Terminal**. This facility was only reopened late last year after three years of inactivity (see DL 39/24). This 487 metre extension will accommodate five ship-to-shore cranes and at least double the current 700,000 TEU capacity. It should be delivered late in 2026. A third berth is also planned but yet to be scheduled. When that is complete, the facility's capacity will then be 2.4 million TEU.

## Port and Terminal Statistics

- *Hutchison Ports throughput +4% 1H 2025*

For the first half of 2025, throughput of ports **Hutchison Ports's** portfolio, including its shareholding in **HPH Trust**, grew by 4% year-on-year to 44.0 million TEU (unadjusted for equity stake). The combined China/Hong Kong/HPH subtotal grew 5% all told. The remaining ports, these the subject of the majority takeover offer involving **Terminal Investment Limited (MSC)** and **Blackrock** (see DL 31/25), grew by a more sedate 3% combined.

**CK Hutchison**, the parent of Hutchison Ports, is positive about the outcome of the scrutiny processes of multiple jurisdictions into the deal, but concedes it will be delayed and may well end up with a different composition of investors, including Chinese involvement, for example.

Trade	Share %	Growth '25/'24	1H25 TEU	1H24 TEU	1H23 TEU
HPH Trust	25%	7%	11,100,000	10,400,000	10,000,000
China/Other HK	15%	3%	6,700,000	6,500,000	6,400,000
Europe	19%	0%	8,200,000	8,200,000	7,800,000
Asia/Australia/Oth.	41%	5%	18,000,000	17,200,000	15,100,000
<b>Total</b>	<b>100%</b>	<b>4%</b>	<b>44,000,000</b>	<b>42,300,000</b>	<b>39,300,000</b>

## SHIPS & CONTAINERS

### Construction & Design

- *Euroseas orders 2x 4,300 TEU*

Nasdaq-listed **Euroseas** has ordered a pair of 4,300 TEU vessels for a total of USD 59.25 million from **Jiangsu New Yangzi Shipbuilding** in China. Deliveries are planned for the first half of 2028, these adding to two earlier pairs of the same size that will be delivered over late 2027 and early 2028.

- *CMA CGM orders 6+4 22,000 TEU LNG/DF units*

Market sources suggest **CMA CGM** has ordered six 22,000 TEU LNG/dual fuel vessels, plus four options, from **Dalian Shipbuilding Industry**, reports Tradewinds. They are to be constructed by the **CSSC Tianjin Shipbuilding** yard at around USD 205-210 million each with deliveries planned for 2027-28.

### Demolition & Casualties

- *Fire on "Marie Maersk" under control*

Around ten days after fire broke out on the 19,100 TEU "Marie Maersk" (DL 34/25) whilst off the coast of Liberia en route Port Kelang, the fire was brought under control, reports **Maersk**. The ship is continuing to sail around the Cape of Good Hope – with an outside firefighting team now on board – with the next port of call to be confirmed.



## Shipowners

- *Capital Clean Energy sells 1x 13,300 TEU, two left*

**Capital Clean Energy Carriers** has agreed to sell the 13,300 TEU “Manzanillo Express” for an expected book gain of USD 6.9 million. Delivery is pencilled in for this current quarter (3Q 2025) and will leave the shipowner with just a pair of ships of the same size. These are on charter to 2033 with extensions possible to 2039. Capital Clean Energy, previously **Capital Product Partners**, is leaving the container segment to concentrate upon the (multi) gas carrier sector (see DL 39/24). The buyer of the “Manzanillo Express” was not disclosed.

## Containers

- *Hoa Phat delivers 1,000 new boxes to CMA CGM*

Vietnamese container manufacturer **Hoa Phat Container Production JSC** has delivered 1,000 new containers to **CMA CGM**, all 20’ dry units with bamboo flooring. It is the first time it has built for this carrier. The 2023-opened Hoa Phat factory has been quite successful in attracting new business, albeit in small quantities, with **Hapag-Lloyd** (2,000 boxes) and **SeaCube** (500) being notable customers in 2024, for example.

- *CIMC 1H dry box sales down, reefer sales up*

**CIMC**, the world’s largest container manufacturer, sold 1,125,900 TEU of dry containers in the first half of 2025. This was 18.6% down on the 1,382,700 TEU of 1H 2024. Reefer container sales more than doubled though, at 92,000 TEU compared with the 44,700 TEU during the first half of 2024.

## NON-CONTAINER TRADES

### Breakbulk

- *UAL to start intra-Caribbean link*

At the start of September, **UAL**, more known for its West Africa related services (as in **Universal Africa Lines**) has launched the new **Caribbean Shuttle**. It will be provided by a shallow-draughted landing craft type vessel (4.5 metres draught; 7,500-dwt and 387 TEU) that will be redeployed from West Africa. Its characteristics make it ideal for the river ports it will serve. Upon arrival, the vessel will rotate on a nine-day frequency between Point Lisas (Trinidad and Tobago), Georgetown (Guyana), Paramaribo (Suriname), Point Lisas.

*UAL’s landing craft “UAL Transporter”*



(Source: UAL)

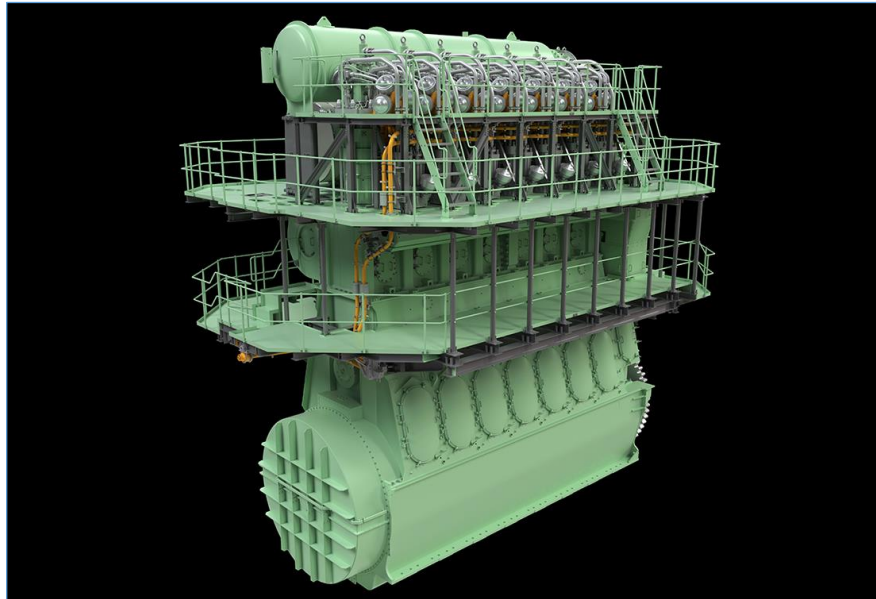
### Ro/Ro

- *Ammonia engines for Höegh’s final four Auroras*

**Höegh Autoliners** is to fit its final four 9,100 CEU **Aurora** class PCTCs with ammonia/dual fuel engines, the first PCTC ships to be so equipped. The engines are designed by **Everllence**, previously **MAN Energy Solutions**, but will be built by **HD Hyundai Heavy Industries** in South Korea. The vessels themselves are being or

are to be built by **China Merchants Heavy Industry Jiangsu** with the final examples due in 2027. A total of twelve Aurora class vessels were ordered by Höegh. The first eight are LNG/dual fuel and also ammonia ready. DL 26/24 also refers.

*Artist's impression of Everllence's B&W ME-LGIA ammonia/dual fuel engines*



(Source: Everllence)

- *Grimaldi receives first of 10 PCTCs of 9,000+ CEU*

Grimaldi has received the “Grande Shanghai”, the first of a series of ten 9,000+ CEU vessels. This first example is 9,100 CEU, was constructed by **China Merchants Heavy Industry Jiangsu** and is ammonia ready. Alongside, this 14-deck ship also incorporates lithium batteries of 5 MWh, is able to tap into shoreside power and is fitted with 2,500 square metres of solar panels. The first five ships of the class will be 9,100 CEU with the second set of five at 9,800 CEU.

*Grimaldi's newbuild “Grande Shanghai” (9,100 CEU)*



(Source: Grimaldi)

- *DP World expanding Ro/Ro cap at Jebel Ali Term. 4*

**DP World** is relocating its vehicle handling capabilities from **Jebel Ali's Terminal 1** to **Terminal 4**. As part of that, work is underway at the latter which has recently delivered an extra on-site storage capacity of 13,000 CEU taking the total up to 75,000 CEU. Alongside, Terminal 4 will feature a new 800m long quay allowing three vehicle carriers to dock simultaneously. For the first half of 2025, Jebel Ali handled 545,000 CEU, an increase of 28% year-on-year.

## FACTS & FIGURES

### Indicative bunker market prices

Type/ Port	HFO/380 Cst USD/ton	VLSFO USD/ton	MGO USD/ton
Rotterdam	401	472	656
Singapore	410	503	652
Houston	417	492	661
Long Beach	424	543	763
Hong Kong	428	518	659
Santos	-	520	786

### Historical Rotterdam Prices

21-Aug-25	402	466	651
29-Aug-24	459	564	675

Wednesday/Thursday's prices

### Crude oil future prices (for delivery in)

Date/ Crude	Oct-25 USD/barrel	Nov-25 USD/barrel	Dec-25 USD/barrel
Brent	67.79	67.17	66.63

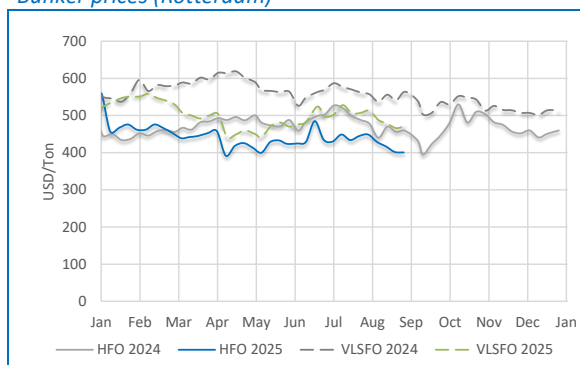
### Freight indices

Index	Week 34/25	Week 33/25	Week 34/24
CCFI	1,174.87	1,193.34	2,019.27
SCFI	1,415.36	1,460.19	3,097.63
WCI	2,250.00	2,350.00	5,319.00

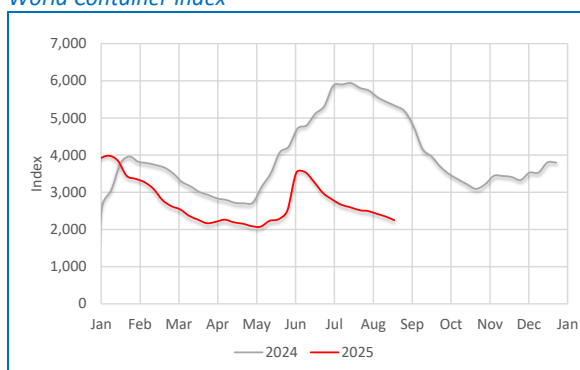
### Charter indices

Index	Week 34/25	Week 33/25	Week 34/24
BOXi	265.38	265.64	245.96
ConTex	1,545	1,542	1,312
HARPEX	2,210	2,192	1,981
Howe Robinson	2,533	2,528	2,102

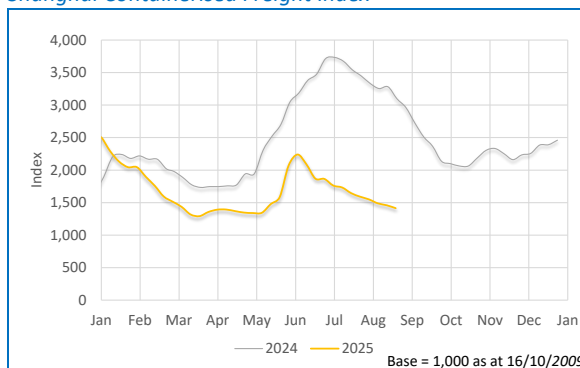
### Bunker prices (Rotterdam)



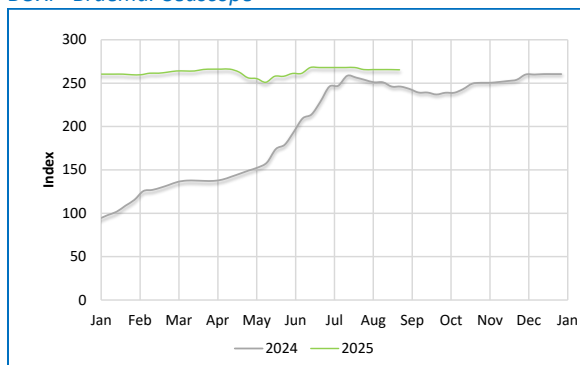
### World Container Index



### Shanghai Containerised Freight Index



### BOXi - Braemar Seascope



Copyright © 2025 by Dynamar  
All rights reserved

Dynamar B.V.  
P.O. Box 440  
1800 AK Alkmaar  
The Netherlands  
[www.dynamar.com](http://www.dynamar.com)  
[info@dynamar.com](mailto:info@dynamar.com)  
Phone: +31 72 514 7400

[Terms and Conditions](#)