



Just Released The West Africa Container Trades 2026

Click on banner or go to <https://dynamar.com/product/west-africa-2026/>



CONTENTS

Trades 2

- Strait of Hormuz developments..... 2
- MSC revises Med-Far East services..... 3
- Evergreen starts loading on Columbus PNW 3
- Maersk adds Puerto Antioquia to CAX 3
- CMA CGM/Maersk revises Sirius/Bossa Nova 3
- APL takes USEC-Djibouti slots from Bahri..... 3
- Yang Ming adds two FE-Latin America services..... 4
- CU Lines joins Zhonggu to the Red Sea..... 4
- MSC stretches Ingwe to Tianjin 4
- MSC establishes Europe-Persian Gulf link via Red Sea 4
- CNC Line launches BBXL 4
- Ellerman adds Klaipeda to BALTEX 4
- Hapag-Lloyd starts serving Gulf via Sharjah..... 4
- CoscoSL launches KTS4, revises YBX 4
- CoscoSL splits Yangpu-Indonesia Express 5
- CNC Line removes Moji from JP8..... 5
- Mercosul stretches Puma to Zarate..... 5

Companies 5

- MTT Shipping lists on Bursa Malaysia..... 5
- MSC fleet reaches 1,000 ships..... 5
- Maersk earns USD 100 million in Q1 5

- Matson carryings, revenue, turnover down in 1Q26 ...6
- PIL's net profit down 22% in 2025.....6
- Samudera's carryings unchanged in Q16
- New offer for ZIM?6
- MEPC 84 keeps Net-Zero Framework alive6
- DynaLiners Shares Index - Still unsettled.....7

Ports, Terminals & Arteries 7

- Transnet plans land reclaim for box terminal.....7
- PSA to buy 30% of Xiamen Container Terminal Group.8
- MSC breaks ground on new Baltimore terminal8
- 1Q 2026 port throughput figures8
- Indonesia's state ports handle 6% more9
- ICTSI 1Q26 handlings up strongly9
- Eurogate handles +13%, Wilhelmshaven +74%.....9

Ships & Containers 10

- Oltmann behind orders for 4x 10,000 TEU10
- Salvor appointed for MSC Baltic III10
- Two ships collide in Chattogram10

Non-Container Trades 11

- Seaspan orders four OHGCs11

Facts & figures 12

DynaLiners Shares Index (DLSI) Week 19 (05-May-26)	Overall Index	Change (week-on-week)	Sector	Index	Change
	2,452	▲ +50	Carriers	3,328	▲ +59
		Ports	1,566	▲ +31	
		Owners	3,436	▲ +43	
		Boxes	1,475	▲ +57	

See Page 7

TRADES

Worldwide Trades

- *Strait of Hormuz developments*

Little more than a day after its launch, and after only two vessels were publicly reported to have used it, the United States suspended **Project Freedom**, which was intended to challenge the Iranian blockade of the Strait of Hormuz by escorting ships out of the Persian Gulf. One of the vessels was the U.S.-flagged vehicle carrier *Alliance Fairfax*, operated by **Maersk's** U.S. subsidiary **Farrell Lines** and enrolled in the U.S. **Maritime Security Program**. The second one was the U.S.-flagged chemical tanker *CS Anthem*, operated by **Crowley-Stena Solutions**.

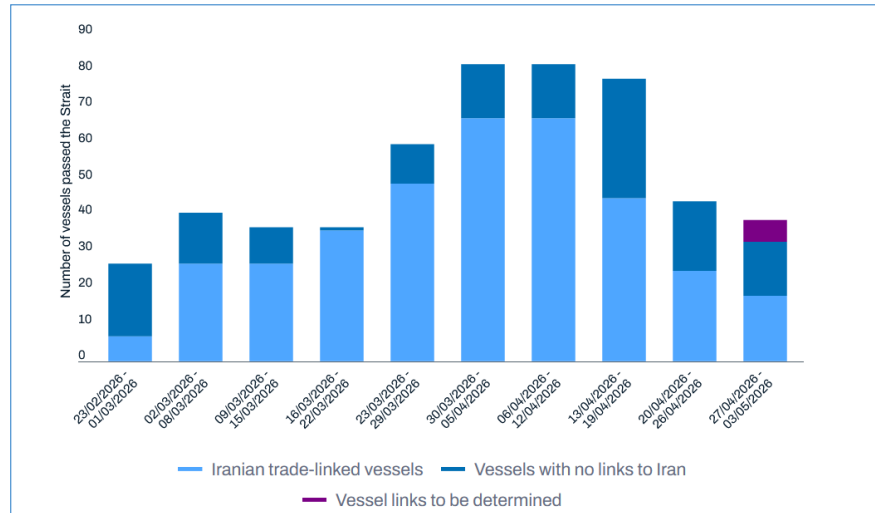
Outside the framework of Project Freedom, **CMA CGM** attempted to move two vessels out of the Gulf: the *CMA CGM San Antonio* and the *CMA CGM Saigon*. While the *CMA CGM Saigon* appears to have emerged unharmed, the *CMA CGM San Antonio* was reportedly targeted while transiting the Strait of Hormuz, resulting in injuries among crew members and damage to the vessel. Its current whereabouts remain unclear.

Another vessel that may have been affected by hostile activity was the **HMM**-operated *HMM Namu*, which experienced an explosion and fire in or near the engine room, damaging its propulsion system. The fire was extinguished, but the vessel was left unable to move under its own power. South Korean authorities have not yet confirmed the cause; a drifting mine has been mentioned as a possible explanation.

Even if the Strait of Hormuz reopens more fully, Iran appears intent on retaining a degree of control over passage and charging transit fees. To that end, it says it has launched the **Persian Gulf Strait Authority**, through which carriers can arrange transit by email. Once carriers have met the required conditions, they can obtain authorisation for passage, although the legal status and practical enforceability of this mechanism is obviously disputed.

Although both Iran and the United States treat the Strait of Hormuz as effectively closed, with the United States trying to block vessels with connections to Iran, some traffic has been possible, albeit at declining levels. This covers ships of all types, as illustrated in the graph below from Lloyd's List Intelligence. Although the number of transits by cargo-carrying vessels over 10,000 dwt dropped to below forty in the first week of May, the actual number may be higher, as some vessels may have transited without being detected. Interestingly, despite the U.S. blockade, the number of ships with links to Iran has not declined significantly, if at all.

Weekly transits through the Strait of Hormuz



East-West Trades

- *MSC revises Med-Far East services*

MSC will realign its Mediterranean-Far East **Dragon** and **Tiger** services. On **Dragon**, the Swiss carrier will replace Busan, Nansha, Gioia Tauro and Charleston with Malaga, Naples, Baltimore and Savannah, whilst the **Tiger** service will be extended to Hong Kong and Aliaga, at the expense of Tema and Singapore (east-bound). The new rotations are:

- **Dragon** - Ningbo, Shanghai, Shenzhen (Yantian), Singapore, Malaga, Genoa, La Spezia, Naples, Sines, Boston, New York, Baltimore, Norfolk, Savannah, Freeport and back to Ningbo
- **Tiger** - Dalian, Tianjin, Busan, Ningbo, Shanghai, Shenzhen (Shekou), Singapore, Tekirdag, Izmit (Yarimca), Istanbul (Ambarli), Tekirdag, Aliaga, Mersin, Abidjan, Lomé, Hong Kong, Xiamen and back to Dalian

- *Evergreen starts loading on Columbus PNW*

Evergreen will start using the Transpacific **Columbus PNW** service of **Ocean Alliance** partner **CMA CGM**. At the same time, the rotation will be revised with the addition of Qingdao replacing Tianjin and Shenzhen (Yantian) to become: Kwangyang, Qingdao, Busan, Ningbo, Shanghai, Seattle, Vancouver, Seattle and back to Kwangyang.

Europe Trades

- *Maersk adds Puerto Antioquia to CAX*

As previously indicated (DL 07/26), **Maersk** has also added the Colombian port of Puerto Antioquia to its (Europe)-Central America Express (**CAX**) and terminated the (Colon)-**Turbo Shuttle**. The enhanced rotation of **CAX** is: Antwerp, Southampton, Hamburg, Bremerhaven, Rotterdam, New York, Colon (Manzanillo), Puerto Antioquia, Moin, Colon (Manzanillo) and back to Antwerp.

- *CMA CGM/Maersk revises Sirius/Bossa Nova*

CMA CGM and **Maersk** will replace Itaguaí with Itajai on their joint 6x 9,000 TEU Gibraltar Strait-East Coast South America **Sirius/Bossa Nova** Service. Its enhanced itinerary is: Tangier, Algeciras, Tangier, Salvador, Santos, Itapoá, Itajai, Paranaguá, Santos and back to Tangier.

North America Trades

- *APL takes USEC-Djibouti slots from Bahri*

CMA CGM's APL has arranged a slot charter arrangement on **Bahri's** round-the-world container/Ro-Ro service. The deal covers the stretch between the US East Coast and Djibouti. US destinations regularly covered by this operation are Baltimore, Houston, Wilmington (NC) and Pensacola.

Far East Trades

- Yang Ming adds two FE-Latin America services**

Yang Ming has added two Far East-Latin America services to its portfolio via slots from **HMM** and **ONE**, one to the West Coast of South America and one to the East Coast, according to Alphaliner. To the West Coast, it will hire space on **NWX/AX4**, which for the occasion will be stretched to Yokohama, whilst to the East Coast it will use the **FL2/SX2** service. Their itineraries are:

 - **SA2/NW4/AX4** - HMM, ONE - Shanghai, Ningbo, Qingdao, Busan, Ensenada, Lazaro Cardenas, Manzanillo (Mex), Callao, Guayaquil, Yokohama and back to Shanghai
 - **SSX/FL2/SX2** - HMM, ONE - Busan, Shanghai, Shenzhen (Shekou), Singapore, Rio de Janeiro, Santos, Itapoá, Singapore, Ho Chi Minh (Cai Mep), Haiphong and back to Busan
- CU Lines joins Zhonggu to the Red Sea**

CU Lines will join **Zhonggu Shipping** on its China Red Sea Express (**CRX**), which it will advertise as Red Sea Service (**RES**) and which will now provide weekly sailings. The operation will be provided by eight ships of 1,700-2,500 TEU sailing between: Shanghai, Ningbo, Nansha, Jeddah, Aqaba, Sokhna and back to Shanghai.
- MSC stretches Ingwe to Tianjin**

MSC has stretched its China-South Africa/Indian Ocean Islands **Ingwe** service to Tianjin at the expense of the northbound call to Singapore. The revised port order is: Tianjin, Qingdao, Shanghai, Ningbo, Shenzhen (Shekou), Singapore, Port Louis, Ngqura, Durban, Port Louis, Colombo, Hong Kong and back to Tianjin.

Other North-South Trades

- MSC establishes Europe-Persian Gulf link via Red Sea**

MSC will initiate the **Europe Red Sea-Middle East Express**, with, via a land bridge between King Abdullah (Red Sea) and Dammam (Gulf), onward connections to the Persian Gulf. Transshipment options will be provided in Dammam for intra-Gulf carriage, including the new **Gulf Shuttle 3**. The itineraries are:

 - **Europe-Red Sea** - Gdansk, Klaipeda, Bremerhaven, Antwerp, Valencia, Barcelona, Gioia Tauro, Abu Qir, King Abdullah, Jeddah, Aqaba
 - **Gulf Shuttle 3** - Dammam, Bahrain, Shuwaikh and back to Dammam
- CNC Line launches BBXL**

Last month, **CMA CGM/CNC Line** launched the Bengal Bay Express XL (**BBXL**), which shuttles between Singapore and Chittagong using two ships of 1,100-1,900 TEU.

Intra-Europe

- Ellerman adds Klaipeda to BALTEX**

Ellerman City Liners has added Klaipeda to its Baltic Express (**BALTEX**) at the expense of Oslo. The new itinerary, offered by two ships of 800-1,000 TEU, reads: Teesport, Tilbury, Rotterdam, Klaipeda, Riga, Gdynia and back to Teesport.

Intra-Middle East/Indian Subcontinent

- Hapag-Lloyd starts serving Gulf via Sharjah**

Hapag-Lloyd has announced that it will start serving countries along the Persian Gulf from of Sharjah using third-party feeder services. A land bridge between the Arabian Sea ports of Sharjah and Khor Fakkan will connect to services outside of the Gulf.

Intra-Far East/Australasia

- CoscoSL launches KTS4, revises YBX**

CoscoSL has launched the new **KTS4** service, which shuttles between the hub of Singapore and the East Malaysian port of Kota Kinabalu with a single 700 TEU ship. This service replaces the Yangpu Batam Express (**YBX**), which besides the two ports covered by the new link, also called at Batam, Yangpu and Qinzhou.
-

- *CoscoSL splits Yangpu-Indonesia Express*

CoscoSL will remove Semarang from its Yangpu-Indonesia Express (**YIX**) and serve it with the new 2x 1,100-1,900 TEU **TNC**, according to Alphaliner. The new configuration is:

- **YIX** - 3x 1,500 TEU average - Yangpu, Nansha, Jakarta, Surabaya and back to Yangpu
- **TNC** - 2x 1,500 TEU average - Yangpu, Nansha, Semarang and back to Yangpu

- *CNC Line removes Moji from JP8*

CMA CGM subsidiary **CNC Line** has removed Moji from the itinerary of its Japan/China-Philippines **JP8** service. The new rotation is: Sendai, Tokyo, Omaezaki, Xiamen, Shantou, Shenzhen (Shekou), Nansha, Subic Bay, Batangas, Manila and back to Sendai.

Intra-Americas

- *Mercosul stretches Puma to Zarate*

Mercosul, the Brazilian branch of **CMA CGM**, will add the Parana River port of Zarate to the rotation of the 2x 2,500 TEU Brazil-Uruguay-Argentina **Puma** service. The revised port order is: Santos, Rosario, Zarate, Buenos Aires, Montevideo, Imbituba and back to Santos.

COMPANIES

Mergers and Takeovers

- *MTT Shipping lists on Bursa Malaysia*

In late April, **MTT Shipping and Logistics Bhd** debuted on Bursa Malaysia's Main Market, raising MYR 652.5 million (USD 165 million) at an IPO price of RM1.03 per share and valuing the company at about MYR 2.6 billion (USD 658 million). At listing, the Malaysian domestic carrier operated seventeen vessels and planned to use most of the proceeds to acquire at least 12 new vessels and expand container-depot capacity at Port Klang, Kuching and Bintulu. DL 14/26 refers.

Carriers

- *MSC fleet reaches 1,000 ships*

With the chartering of the 870 TEU **Admiral Neptune**, **MSC** has passed the 1,000 ship threshold. This figure includes the vessels operated by its subsidiaries **WEC Lines**, **Log-In Logistica** and **Medlog**. Together, the 1,000 ships offer a combined capacity of 7.32 million TEU.

- *Maersk earns USD 100 million in Q1*

In 1Q 2026, **A.P. Moller-Maersk** saw freight revenues drop by 12% to USD 6.6 billion. This led to a 53% reduction in EBITDA to USD 903 million, whilst net profit went down by more than 90% to USD 100 million.

	'26/'25	1Q26	1Q25	1Q24	1Q24
Revenue (USD)	-12%	6,673	7,579	6,673	7,579
EBITDA (USD)	-53%	903	1,903	903	1,903
Net profit (USD)	-92%	100	1,207	100	1,207
Carryings (TEU)	9%	6,406,000	5,862,000	6,406,000	5,862,000
Rev/TEU (USD)	-19%	1,042	1,293	1,042	1,293
EBIT/TEU (USD)	-57%	141	325	141	325
Opr Margin	-	13.5%	25.1%	11.0%	9.7%

(Million USD)

Maersk carryings went up by 9% year-on-year to 6.41 million TEU. At 11%, intra-regional trades posted the highest growth, ahead of East-West (+9%) and North-South (+8%).

Carryings	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
East-West	46%	9%	2,930,000	2,682,000	2,654,000
North-South	32%	8%	2,068,000	1,914,000	1,912,000
Intra-Regional	22%	11%	1,408,000	1,266,000	1,290,000
All trades	100%	9%	6,406,000	5,862,000	5,856,000

In general, **Maersk's** average freight revenue per TEU struggled as it was 14% weaker in Q1 2026. In particular, the East-West and North-South trades were affected.

Revenues/TEU	Growth '26/'25	1Q26 USD	1Q25 USD	1Q24 USD
East-West	-15%	1,058	1,249	1,353
North-South	-14%	1,346	1,557	1,379
Intra-Regional	-7%	710	760	699
All trades	-14%	1,041	1,214	1,184

- *Matson carryings, revenue, turnover down in 1Q26*

During January-March, Honolulu-headquartered **Matson** recorded a turnover from ocean transportation of USD 606.5 million, which was 5% down on 1Q 2025. Operating income fell by 26% to USD 54.6 million with consolidated group result down 22% to USD 56.6 million. Containerised carryings fell by 6% to 172,600 TEU following reductions on all routes except for US-Guam.

Carryings	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
US-Hawaii	39%	-6%	67,400	71,400	69,200
US-Alaska	22%	-2%	38,600	39,400	37,600
US-Guam	5%	0%	8,400	8,400	9,800
Transpacific	30%	-9%	51,600	57,000	57,800
South Pacific	4%	-3%	6,600	6,800	7,200
All trades	100%	-6%	172,600	183,000	181,600

- *PIL's net profit down 22% in 2025*

In 2025, **PIL**, including **Advance Container Line** and **Mariana Express Lines**, earned USD 3.81 billion in revenues from shipping (+1.3%). Group EBITDA reached USD 1.76 billion (+0.7%), but net profit dropped by 22% to USD 1.04 billion.

- *Samudera's carryings unchanged in Q1*

During the first three months of this year, **Samudera** carried 490,000 TEU, unchanged from the first quarter of 2025. Average revenue per TEU went down by USD 5 to USD 238.

- *New offer for ZIM?*

Just days after **ZIM** shareholders approved **Hapag-Lloyd's** USD 4.2 billion takeover bid by an overwhelming 97% majority, Israel's **Sakal Group** is reported to have submitted a USD 4.5 billion counteroffer to the Israeli carrier's board. Sakal is also said to have pledged a USD 250 million bonus for ZIM employees and committed to keeping the company's entire fleet and operational centre under full Israeli ownership. Although acceptance of the Hapag-Lloyd offer is binding, the agreement is understood to include a clause allowing ZIM to withdraw from the deal by paying Hapag-Lloyd a USD 150 million termination fee.

Regulations, Treaties, Official Bodies

- *MEPC 84 keeps Net-Zero Framework alive*

At **IMO MEPC 84**, held in London from 27 April to 1 May 2026, member states reopened discussions on the **IMO Net-Zero Framework** after its formal adoption had been delayed in October 2025. The meeting did not adopt the framework, as countries remained divided over key elements, especially the proposed fund and

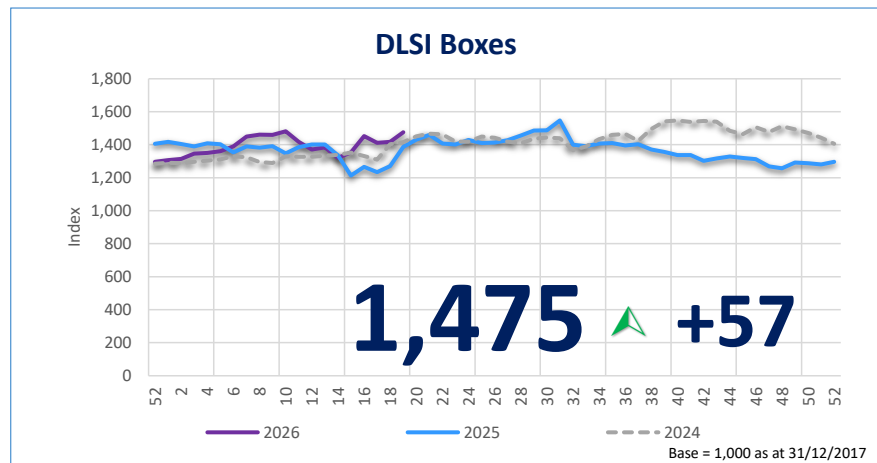
carbon-pricing mechanism, with some delegations favouring the existing draft and others pushing for a lighter “market readiness” approach. However, the framework was not abandoned: alongside reaffirming the importance a decarbonisation framework, regulatory and technical work will continue ahead of **MEPC 85**.

The DynaLiners Shares Index

- *DynaLiners Shares Index - Still unsettled*

The **DynaLiners Shares Index** has set a pattern of being unsettled in the past couple of months; up for a week or two, down for a week or two. It is now on an upswing having gained 50 points and 2% to end on 2,452. All the sector indices posted double-digit point gains with **DLSI Carriers** adding the most (59 points) and **DLSI Boxes** growing at the fastest rate (+4.1%).

There were sixty-nine share price rises as opposed to forty-six falls with the average share price change being a gain of 1.0%. India’s **Mercantile Ports & Logistics** was still readjusting after its spectacular spike of a few weeks back, for it was again the biggest loser, this time with -11%. **Capital Clean Energy**, who is exiting the container sector, saw its shares drop by 8%. At the other end of the table were container manufacturer and shipowner **CIMC**, whose shares grew by 10%, with **Sahathai Terminal**’s share price adding 19% for the week.



Total share price movements week 19			Top movers		
69	▲	Up	Sahathai Terminal	▲	19%
46	▼	Down	CIMC	▲	10%
13	■	Unchanged	Capital Clean Energy	▼	-8%
1.0%	▲	Average change	Mercantile Ports & Logistics	▼	-11%

PORTS, TERMINALS & ARTERIES

Africa

- *Transnet plans land re-claim for box terminal*

Transnet National Ports Authority (TNPA) has submitted a formal application to South Africa’s Department of Forestry, Fisheries and the Environment seeking pre-approval to reclaim land in front of **Durban’s Point Multipurpose Terminal**. This will create an extra 22.4 ha of new land to develop a dedicated container facility.

Area to be reclaimed



Far East/Australasia

- *PSA to buy 30% of Xiamen Container Terminal Group*

PSA has agreed to pay around USD 388 million for a 30% stake in **Xiamen Container Terminal Group (XCTG)** from **Xiamen Port Development Co**, which will retain the other 70%. XCTG is involved in eight container terminals with a combined capacity of 20 million TEU.

Americas

- *MSC breaks ground on new Baltimore terminal*

On 1 May, **MSC's Terminal Investment Limited** and **Tradeport Atlantic** broke ground on the new 68 ha **Sparrow Point Container Terminal** ([location](#)) in **Baltimore** (DL 03/26). The two-berth 914-metre facility will be equipped with nine StS gantry cranes, thirty RTGs and five RMGs. To provide access, the project requires the **Sparrows Point Channel** to be widened and deepened to 15.2 metres.

Artist's impression of new container terminal at Baltimore



Port and Terminal Statistics

- *1Q 2026 port throughput figures*

The table below provides an overview of **port throughput figures** for 1Q26 compared with those of 1Q25.

Port	Country	Growth '26/'25	1Q26 TEU	1Q25 TEU
Cebu	Philippines	10.2%	253,000	229,600
Venice	Italy	5.7%	131,400	124,300

- Indonesia's state ports handle 6% more

During January-March 2026, the ports for which Indonesia's state-owned **PT Pelabuhan Indonesia (Persero)** is responsible handled 4.78 million TEU, an increase of 4% over the same months of 2025. The country's largest outlet, **Tanjung Priok** (Jakarta) grew by 5% to 2.0 million TEU, whereas number two, **Tanjung Perak** (Surabaya), handled 1.07 million TEU (+1%).

Port	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
Sumatra	10%	2%	491,000	481,000	501,000
Java	71%	6%	3,400,000	3,200,000	3,106,800
Kalimantan	8%	-6%	382,000	406,000	398,000
Sulawesi	7%	-3%	341,000	353,000	329,900
Bali-Tenggara islands	1%	1%	56,600	56,000	57,100
Papua and Maluku	2%	9%	112,000	103,000	107,300
Total	100%	4%	4,782,600	4,599,000	4,500,200
Tanjung Priok		5%	2,000,000	1,900,000	-
Tanjung Perak		1%	1,070,000	1,060,000	-
Tanjung Emas		9%	252,000	232,000	-
Belawan		1%	304,000	301,000	-
Dumai		194%	10,600	3,600	-

- ICTSI 1Q26 handlings up strongly

Terminal operator **ICTSI's** portfolio handled 4.09 million TEU in the first quarter of 2025, up 17.7% year-on-year. All three regional segments grew strongly with the "other" region up by over 40%.

Area	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
Asia Pacific	49%	12.7%	2,019,000	1,791,000	1,678,000
Americas	26%	10.2%	1,081,000	981,000	858,000
Other	24%	40.7%	985,000	700,000	554,000
Total	100%	17.7%	4,085,000	3,472,000	3,090,000

- Eurogate handles +13%, Wilhelmshaven +74%

In 2025, terminals in which **Eurogate** has interests handled 14.0 million TEU, up 13% year-on-year. There was a strong 21% growth in Germany, with **Wilhelmshaven** handling an extra 74% and reaching 1.47 million TEU. Its Italian properties lifted 4% more, despite a 2% decline at **La Spezia**. Volumes at **Tangier** more or less stabilised.

Port/ Country	Share 2025	Growth '25/'24	2025 TEU	2024 TEU	2023 TEU
Germany	62%	21%	8,748,200	7,246,200	6,528,700
- Bremerhaven	35%	10%	4,942,800	4,482,100	4,182,600
- Hamburg	17%	22%	2,338,100	1,920,600	1,814,500
- Wilhelmshaven	10%	74%	1,467,300	843,500	531,600
Italy	12%	4%	1,716,500	1,658,300	1,547,900
- La Spezia	8%	-2%	1,101,400	1,123,600	1,012,100
- Ravenna	1%	13%	199,000	176,600	190,300
- Salerno	3%	16%	416,100	358,100	345,500
Others	25%	3%	3,572,300	3,476,400	3,161,100
- Tangier	22%	2%	3,078,600	3,031,000	2,771,200
- Limassol	4%	11%	493,700	445,400	389,900
Total	100%	13%	14,037,000	12,380,900	11,237,700

SHIPS & CONTAINERS

Construction & Design

- *Oltmann behind orders for 4x 10,000 TEU*

Non-operating owner **Oltmann Reederei** of Germany is behind orders for four 10,000 TEU containerships from **HJ Shipbuilding and Construction**. Two ships were contracted in February (DL 08/26), with the two options attached lifted in April. All four ships are conventionally powered and scheduled for delivery in 2028.

Demolition & Casualties

- *Salvor appointed for MSC Baltic III*

A salvor has been appointed to pull apart and remove **MSC's** 2,500 TEU **MSC Baltic III**, which has been grounded for more than a year on the Canadian Coast near Newfoundland. There is significant damage to the vessel's hull and it continues to buckle, with its stern on the seabed. A large crack has been identified in the deck plates. The work is to be completed by the summer of next year.

The stranded MSC Baltic III



- *Two ships collide in Chattogram*

On 1 May 2026, **Maersk Chattogram** collided with the feeder vessel **HR Turag** near Chittagong's outer anchorage while approaching the pilot station. **Maersk Chattogram** suffered damage to its aft starboard side, but no injuries or pollution were reported. Both ships were later brought to the jetty under tug escort, and port authorities opened an investigation into the collision.

[



NON-CONTAINER TRADES

Breakbulk

- *Seaspan orders four OHGCs*

Seaspan has contracted four open-hatch gantry crane (OHGC) ships from **New Dayang Shipbuilding**. The 62,200 dwt vessels will be delivered in 2028 and 2029. The order is backed by an unnamed charterer.

FACTS & FIGURES

Indicative bunker market prices

Type/ Port	HFO/380 Cst USD/ton	VLSFO USD/ton	MGO USD/ton
Rotterdam	682	800	1220
Singapore	710	843	1175
Houston	706	864	1239
Long Beach	874	1081	1430
Hong Kong	769	903	1271
Santos	-	773	1378

Historical Rotterdam Prices

30-Apr-26	673	772	1303
08-May-25	400	442	591

Wednesday/Thursday's prices

Crude oil future prices (for delivery in)

Date/ Crude	Jul-26 USD/barrel	Aug-26 USD/barrel	Sep-26 USD/barrel
Brent	99.62	95.56	91.78

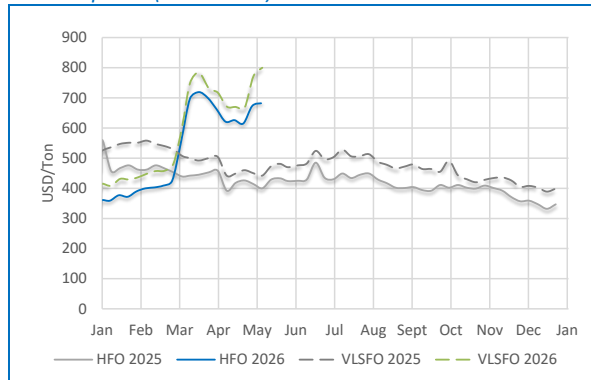
Freight indices

Index	Week 18/26	Week 17/26	Week 18/25
CCFI	1.269,64	1.269,64	1.121,08
SCFI	1.911,40	1.911,40	1.340,93
WCI	2.216,00	2.232,00	2.091,00

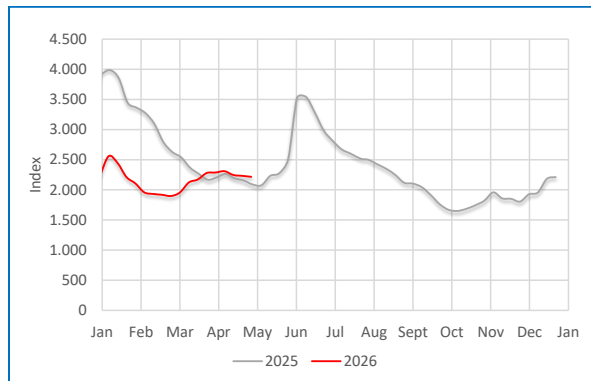
Charter indices

Index	Week 18/26	Week 17/26	Week 18/25
BOXi	276,28	276,28	255,24
ConTex	1.532	1.526	1.486
HARPEX	2.263	2.257	2.072
Howe Robinson	2.641	2.641	2.431

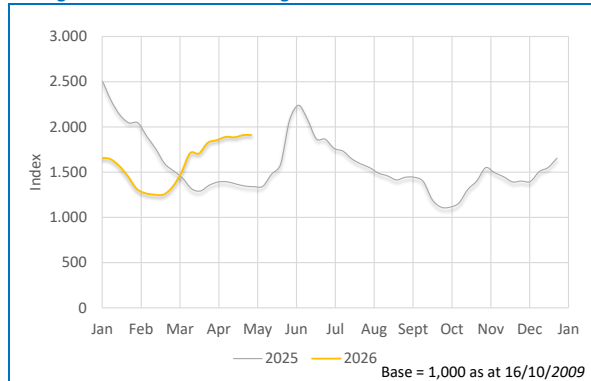
Bunker prices (Rotterdam)



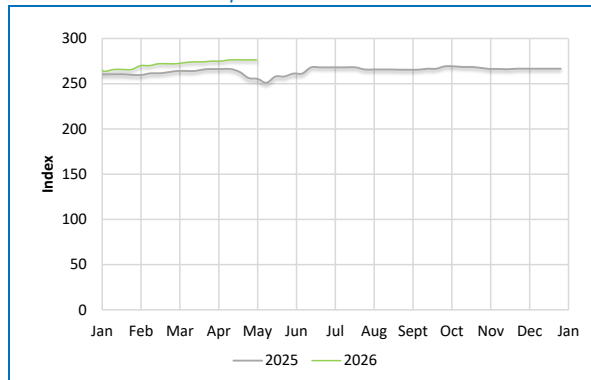
World Container Index



Shanghai Containerised Freight Index



BOXi - Braemar Seascope



Copyright © 2026 by Dynamar
All rights reserved

Dynamar B.V.
P.O. Box 440
1800 AK Alkmaar
The Netherlands
www.dynamar.com
info@dynamar.com
Phone: +31 72 514 7400

[Terms and Conditions](#)