



## Just Released The West Africa Container Trades 2026

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### CONTENTS

#### Trades 2

- MSC to resurrect Transpacific Pearl service ..... 2
- MSC closes USEC-ME/ISC Indus Express ..... 2
- CMA CGM's closes Far East-Mexico M2X service ..... 2
- Four party FE-India loop to break into two..... 2
- CoscoSL launches new China-Vietnam-India loop ..... 2
- 5-carrier FE-S.Af arrangement to become 3-carrier .... 2
- MSC amends China-New Zealand coverage ..... 3
- T.S. Lines removes Hai Phong from JTK2 ..... 3
- Keelung off CNC Line's JTVS..... 3
- MSC launches Dar es Salaam-Lamu shuttle ..... 3
- North America trade volumes 1Q 2026 ..... 3
- North America freight rate developments 1Q 2026 .... 4

#### Companies 5

- Growing opposition to Hapag-Lloyd/ZIM deal..... 5
- New President & CEO chosen for ZIM ..... 5
- Mr. S.S. Teo steps back from PIL + other roles ..... 5
- Lorenzo Shipping sees 1Q26 revenue decline ..... 6
- Strike on Eimskip vessels called off ..... 6
- NPD L rebrands as Neptune Pacific ..... 6
- DynaLiners Shares Index – Another upward nudge..... 6

#### Ports, Terminals & Arteries 7

- Plan approved for Antwerp's 2<sup>nd</sup> tidal dock..... 7

- Cosco, PTP awarded Tarragona MP terminal contract .7
- Hutchison Ports BEST orders 3x StS from ZPMC.....7
- Baltic CT (Gdynia) receives 2x StS.....8
- MSC reportedly acquires 51% of Ukraine terminal .....8
- MSC to buy 49% of Vizhinjam?.....8
- Tuticorin receives an approval for project .....8
- HGL completes 50% acquisition of Brazilian project ....9
- 1Q 2026 port throughput figures .....9

#### Ships & Containers 10

- NBOSCO orders 4+2 x 1,900 TEU @ Wuching .....10
- HK non-operating owner orders 2+2 x 2,700 TEU .....10
- Settlements reached Dali case .....10
- Three vessel casualties .....10
- Evergreen's first methanol-fuelled vessel debuts .....10
- Hapag, Seaspan receive 1<sup>st</sup> methanol refit.....11
- FESCO receives 600 new reefers.....11
- The 2025 tank container fleet .....11

#### Non-Container Trades 12

- Gram Car Carriers goes Global .....12
- "K" Line orders 2x 1,380 CEU PCTCs for KESS.....12

#### Facts & figures 13

DynaLiners Shares Index (DLSI)	Overall Index	Change (week-on-week)	Sector	Index	Change
Week 23 (02-Jun-26)	<b>2,478</b>	<b>+26</b>	Carriers	3,360	+41
			Ports	1,600	+19
			Owners	3,438	-36
			Boxes	1,433	+22

See Page 6

## TRADES

### East-West Trades

- *MSC to resurrect Transpacific Pearl service*

**MSC** is resurrecting its Transpacific **Pearl** service due to improved demand. This operation was withdrawn in mid-2025 with the first sailing of its return taking place later this month. Thus far vessels averaging 6,200 TEU have been assigned. Their straightforward itinerary will be: Shenzhen (Yantian), Xiamen, Long Beach, Shenzhen.

### North America Trades

- *MSC closes USEC-ME/ISC Indus Express*

**MSC** is to withdraw its United States East Coast-Middle East/Indian Subcontinent **Indus Express**. This 2014-established product (see DL 19/14) used to extend into the Middle East Gulf. MSC also still has the parallel **Indusa** service (established in 2020 – see DL 36/20). At the end of its lifespan, the Indus Express connected: Port Qasim, Nhava Sheva, Mundra, Caucedo, Freeport, Savannah, Charleston, Norfolk, Baltimore, New York.

### Far East Trades

- *CMA CGM's closes Far East-Mexico M2X service*

**CMA CGM** is to close its Far East-Mexico **M2X** product, which was launched around two years ago (see DL 19/24). To maintain Mexico coverage, Manzanillo and Lazaro Cardenas will be added to the Asia Central South America 1 (**ACSA1**) service, which connects with the West Coast of South America. Tianjin will also be moved across to the ACSA1. The relevant itineraries are as below:

- **ACSA1** - Busan, Tianjin, Qingdao, Ningbo, Shanghai, Manzanillo (Mex.), Lazaro Cardenas, Buenaventura, San Antonio, Chancay, Callao, Posorja, Yokohama and back to Busan
- **M2X** - Shenzhen (Shekou), Ningbo, Shanghai, Tianjin, Qingdao, Busan, Manzanillo (Mex.), Lazaro Cardenas, Ensenada, Yokohama and back to Shenzhen

- *Four party FE-India loop to break into two*

The joint Far East-India **CIVS/CIX3/NIX/AIX3** of **Emirates, Evergreen, Gold Star (ZIM)** and **KMTC** is to break up, advises Alphaliner. Instead, Gold Star will team up with Global Feeder Shipping on a new NIX with the remaining partners continuing on what will become the CSX2/CIX3/AIS3. Their respective summaries are:

- **NIX** - Global Feeder, Gold Star - 5x 5,000 TEU (average) - Shanghai, Ningbo, Shenzhen (Da Chan), Port Kelang, Nhava Sheva, Hazira, Mundra, Port Kelang, Hai Phong and back to Shanghai
- **CSX2/CIX3/AIS3** - Emirates, Evergreen, KMTC - 6x 7,500 TEU (average) - Shanghai, Ningbo, Shenzhen (Shekou), Port Kelang, Nhava Sheva, Mundra, Port Kelang and back to Shanghai

- *CoscoSL launches new China-Vietnam-India loop*

**CoscoSL** has launched the Southeast Asia-India Service 2 (**SEI2**). Sister company **OOCL** will take slots if not contribute vessels to the service under the **SIS2** brand. The full vessel complement has yet to be confirmed, but those that are scheduled (average 3,800 TEU) will call: Hong Kong, Yangpu (Xioachan), Qinzhou, Hai Phong, Singapore, Mundra, Singapore and back to Hong Kong.

- *5-carrier FE-S.Af arrangement to become 3-carrier*

A side effect of the **Evergreen/PIL** launch of the China-South Africa **SAF** and **UBX** (see DL 18/26) is that the five-carrier and two-loop offering that also incorporated **CoscoSL** (including **OOCL**), **Gold Star (ZIM)** and **ONE** will lose Evergreen and likely PIL as members, writes Alphaliner. The original two loops, now to be operated by CoscoSL/OOCL, Gold Star and ONE will be amended with the **ZAX2/SA2/SAS** losing Kaohsiung, Xiamen and Nansha but gaining Qingdao,

Shanghai and Ningbo. At the same time, the **ZAX3/SA1/SAC** will lose Qingdao but gain Xiamen and Nansha. The revised offering will then reflect:

- **ZAX2/A2/SAS** - Qingdao, Shanghai, Ningbo, Shenzhen (Shekou), Hong Kong, Singapore, Durban, Cape Town, Singapore and back to Qingdao
- **ZAX3/SA1/SAC** - Shanghai, Ningbo, Xiamen, Nansha, Singapore, Durban, Singapore and back to Shanghai

- *MSC amends China-New Zealand coverage*

**MSC** has truncated its China-Australia/New Zealand **Wallaby** service to concentrate upon Australia. As a result, the ports of Auckland, Bluff, Lyttelton, Napier, Port Chalmers and Wellington have been removed. Furthermore, the Australia string has been rationalised with a second Melbourne call removed. New Zealand coverage has been retained indirectly via the Melbourne anchored **Southern Loop**. The itineraries of the respective services are:

- **Wallaby** - Shanghai, Ningbo, Sydney, Melbourne, Brisbane, Hong Kong, Shenzhen (Yantian), Xiamen and back to Shanghai
- **Southern Loop** - Melbourne, Bluff, Port Chalmers, Lyttelton, Wellington, Nelson, Napier, Bell Bay (Tasmania) and back to Melbourne

### Intra-Far East/Australasia

- *T.S. Lines removes Hai Phong from JTK2*

Late last month, **T.S. Lines** tweaked its **JTK2** service by removing the sole Vietnam port of call at Hai Phong allowing it to reduce vessel complement from three to two. The rotation is now: Tokyo, Yokohama, Nagoya, Keelung, Taichung, Kaohsiung, Hong Kong, Nansha, Shenzhen (Shekou) and back to Tokyo.

- *Keelung off CNC Line's JTVS*

The **JTVS** service of **CNC Line (CMA CGM)** has taken off the call to Keelung (after Ho Chi Minh). Together with a rearrangement of the Japan port order, the itinerary has become: Tokyo, Yokohama, Nagoya, Kobe, Busan, Kwangyang, Kaohsiung, Chu Lai, Laem Chabang, Ho Chi Minh City and back to Tokyo.

### Intra-Africa

- *MSC launches Dar es Salaam-Lamu shuttle*

**MSC** has launched the **Dar es Salaam Shuttle** which, with a single 3,100 TEU vessel, connects the eponymous port with Lamu in Kenya, Alphaliner found out.

### Tariff and Trade Statistics

- *North America trade volumes 1Q 2026*

For 1Q 2026, **worldwide container volumes** to, from and between **North American countries** shrank by a clear 2.5% to less than 11.7 million TEU, according to (provisional) data from Container Trade Statistics. The damage was done by the dominant imports which contracted by 3.7%. Exports, in contrast, managed a marginal gain. With these contrasting fortunes, the export deficit reduced by 347,000 TEU to dip below 4.6 million TEU. The already marginal intra-North America trade shrank by a further 9,500 TEU to 53,000 TEU.

Ex/Imports	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
Exports	30%	0.9%	3,519,900	3,488,900	3,621,900
Imports	69%	-3.7%	8,119,400	8,435,100	7,908,800
Intra-N. America	0%	-15.2%	53,000	62,500	59,600
<b>Total</b>	<b>100%</b>	<b>-2.5%</b>	<b>11,692,300</b>	<b>11,986,500</b>	<b>11,590,300</b>

The slight increase in North America's **export container trades** led to a gain of 31,000 TEU. Most of that came from the Far East, which added 27,000 TEU, although this represented only 1.7% more. The fastest growth came from cargoes to sub-Saharan Africa which expanded by 15.2%, but which translated into a relatively modest 12,700 TEU. All other growth rates ranged from +1.3% to -1.1%

with the Middle East/Indian Subcontinent and Latin America routes the only ones in negative territory.

Exports to	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
Far East	45%	1.7%	1,578,800	1,551,700	1,683,000
Europe	20%	0.6%	697,100	693,200	690,400
Australasia	2%	0.2%	58,900	58,800	64,600
Middle East/ISC	11%	-1.3%	375,400	380,400	391,900
Sub-Saharan Africa	3%	15.2%	96,100	83,400	71,000
Latin America	20%	-1.1%	713,600	721,400	721,000
<b>Total Exports</b>	<b>100%</b>	<b>0.9%</b>	<b>3,519,900</b>	<b>3,488,900</b>	<b>3,621,900</b>

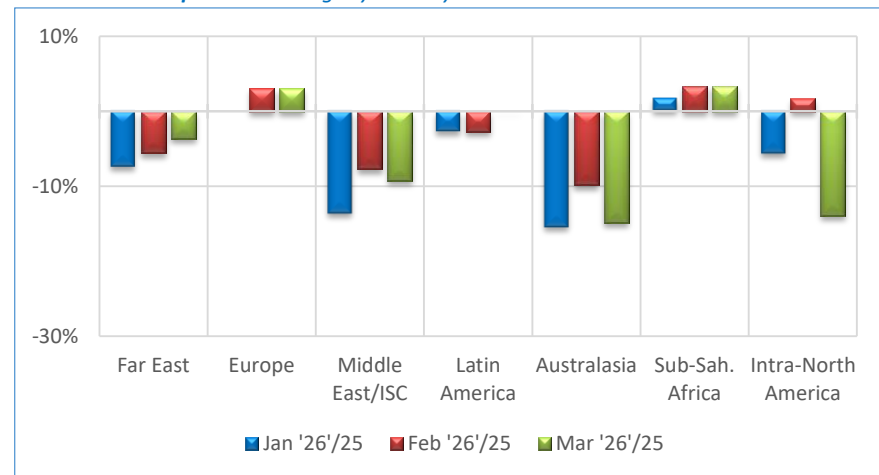
For *containerised imports*, there was negativity across the board, this leading to a drop of 316,000 TEU. Trade from Latin America contracted most sharply at minus 11.7% and which resulted in 87,000 fewer TEU. However, this latter figure was surpassed by the 129,000 TEU lost from Far East imports, this being equivalent to a 2.2% drop. This was actually the slowest rate of decline of all trades.

Imports from	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
Far East	69%	-2.2%	5,633,100	5,762,000	5,374,900
Europe	15%	-3.1%	1,241,100	1,280,300	1,266,800
Australasia	1%	-7.7%	55,500	60,100	54,500
Middle East/ISC	6%	-9.9%	484,700	538,000	499,300
Sub-Saharan Africa	1%	-5.0%	47,100	49,600	42,100
Latin America	8%	-11.7%	657,900	745,100	671,200
<b>Total imports</b>	<b>100%</b>	<b>-3.7%</b>	<b>8,119,400</b>	<b>8,435,100</b>	<b>7,908,800</b>

- *North America freight rate developments 1Q 2026*

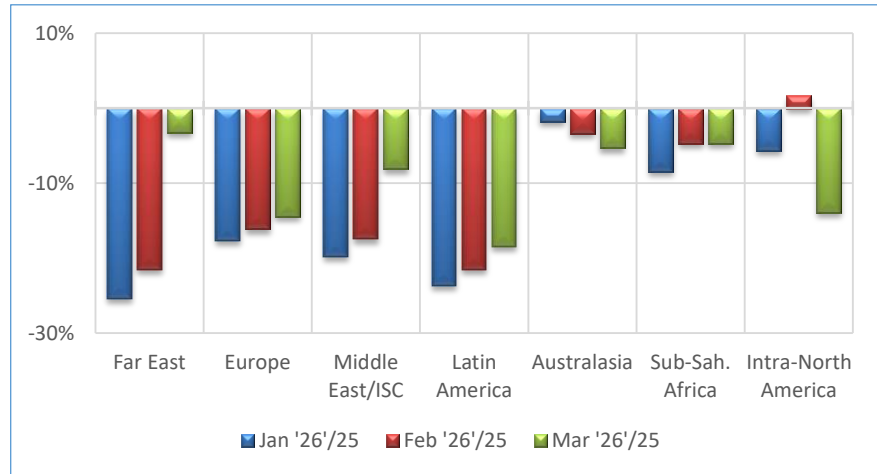
*All-in rate levels from North America to the rest of the world* developed negatively for the most part when compared with the same months of last year. The exceptions were to Europe and sub-Saharan Africa, which posted average gains for the trimester of 2-3%. Rates to Australasia (-13% average) and the Middle East/Indian Subcontinent (-10%) struggled most of all.

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



*All-in rate levels from the rest of the world to North America* were universally negative. Australasia got off relatively lightly with a 3% drop, on average, although month-by-month they were weakening. Latin America rates contracted most of all by -21% on average, although here they appeared to be getting relatively stronger month-by-month. The same could also be said of the three other trades with average declines of more than 10%.

North America import rate changes year-on-year



## COMPANIES

### Mergers and Takeovers

- *Growing opposition to Hapag-Lloyd/ZIM deal*

According to local source Calcalist, there is a growing list of ministries who are opposed to the agreed takeover of **ZIM** by **Hapag-Lloyd**. Given the list of potential problems highlighted when the deal was originally announced (see DL 08/26), this is not a surprise.

Concerns surrounding the agreed **Hapag-Lloyd** takeover of **ZIM** include: the spin-off of a 'rump' ZIM of just sixteen ships, the impact upon national strategic resilience, and Middle East countries with whom Israel has no diplomatic relations having a shareholding interest, via Hapag-Lloyd, in the deal. Over the past few weeks, reservations if not opposition has reportedly been voiced by **Israel's Ministry of Economy, Ministry of Agriculture, Ministry of Transportation** and the **Shipping and Ports Authority**. They come on top of early concern expressed by the **Government Companies Authority** (DL 09/26). Furthermore, Israel's internal security service, **Shin Bet**, also has an official say.

### Carriers

- *New President & CEO chosen for ZIM*

Dr. Chen Lichtenstein has been selected to succeed Mr. Eli Glickmann as the new **President** and **CEO** of **ZIM**. He will also take up a position on the Board of Directors. The appointment, pending shareholder approval, will take effect on 1 July. Dr. Lichtenstein has held senior positions in international bio and environmental science companies, as well as working in banking and advising investment firms.



**...ZIM operates in a dynamic, competitive, and complex market, and I attach great importance to maintaining the Company's stability, strengthening its performance and business capabilities...**

- Dr. Chen Lichtenstein, President & CEO-appointee, ZIM -

- *Mr. S.S. Teo steps back from PIL + other roles*

In light of him being named in the **United States Department of Justice indictment** against four container manufacturing companies and seven individuals (see DL 21/26), **Mr. S.S. Teo** has announced he will take a leave of absence from his role as Executive Chairman of carrier **PIL**. At the same time, he also announced he would take a leave of absence as Pro-Chancellor of the **National University of Singapore**. These come in addition to similar decisions made earlier regarding his

roles with the *Singapore Business Federation*, *Singapore Economic Resilience Taskforce* and *Enterprise Singapore*.

- *Lorenzo Shipping sees 1Q26 revenue decline*

Domestic Philippines operator **Lorenzo Shipping** posted a first quarter 2026 revenue of PHP 224.8 million (around USD 3.70 million) from ocean freight, which was 16% down year-on-year and followed volumes (not otherwise specified) declining by 8%. EBITDA came in at PHP -43.9 million (USD -723,000), which was 58% better than a year earlier. The consolidated net result was PHP -98.6 million (USD -1.62 million) which was 43% better. The company has also decided to realign from being a service provider to asset owner chartering out, principally to its affiliated company **NMC Container Lines**.

- *Strike on Eimskip vessels called off*

Following an agreement reached between **Eimskip** and the **Icelandic Seamen’s Union** on 29 May, a strike that started four days earlier was called off. The industrial action had affected three of the carrier’s owned and operated vessels (out of fifteen), these accounting for 5,000 TEU of capacity (around 38% of the company’s total). Eimskip assured that services would be running to schedule within the first week of June.

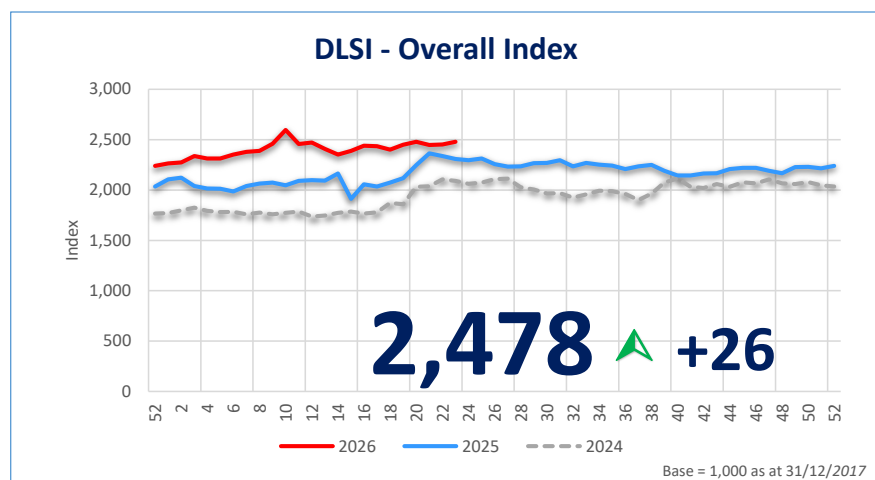
- *NPDL rebrands as Neptune Pacific*

Intra-Australasia operator **Neptune Pacific Direct Line** has rebranded as simply **Neptune Pacific**, a process that started last year. The previous moniker dated from the end-2020 combination of the **Neptune Pacific Line** and **Pacific Direct Line** names (DL 49/20). Both were part of the **Wonderful Corporation** of California after Neptune Pacific’s acquisition of Pacific Direct earlier in 2020 from **PIL** (DL 12/20).

The DynaLiners Shares Index

- *DynaLiners Shares Index – Another upward nudge*

The **DynaLiners Shares Index** managed another modest gain this week after adding 26 points and 1%. The sector indices pretty much followed suit although **DLSI Owners** did contract, but then at a similarly modest -1% (-36 points). **DLSI Carriers** added the most points at 41 (+1.2%) although **DLSI Boxes** grew at a faster relative rate of 1.5% (+22 points).



Individually, honours were almost even with there being only three more share price falls (60) than gains leading to an average change across all companies of minus 0.4%. Shipowner **LC Logistics** (-18%) and **VIP Greenport** in Vietnam (-15%) saw their share prices drop the fastest. At the other end of the table were major carrier **Evergreen Marine Corporation** on +9% and the still volatile (but marginally impactful) **Mercantile Port & Logistics** on +11%. However, much of the cautious improvement across multiple indices came from **Maersk** whose shares grew the third fastest at +7%.

Total share price movements week 23			Top movers		
57	▲	Up	Mercantile Ports & Logistics	▲	11%
60	▼	Down	Evergreen Marine	▲	9%
11	■	Unchanged	VIP Greenport	▼	-15%
-0.4%	▼	Average change	LC Logistics	▼	-18%

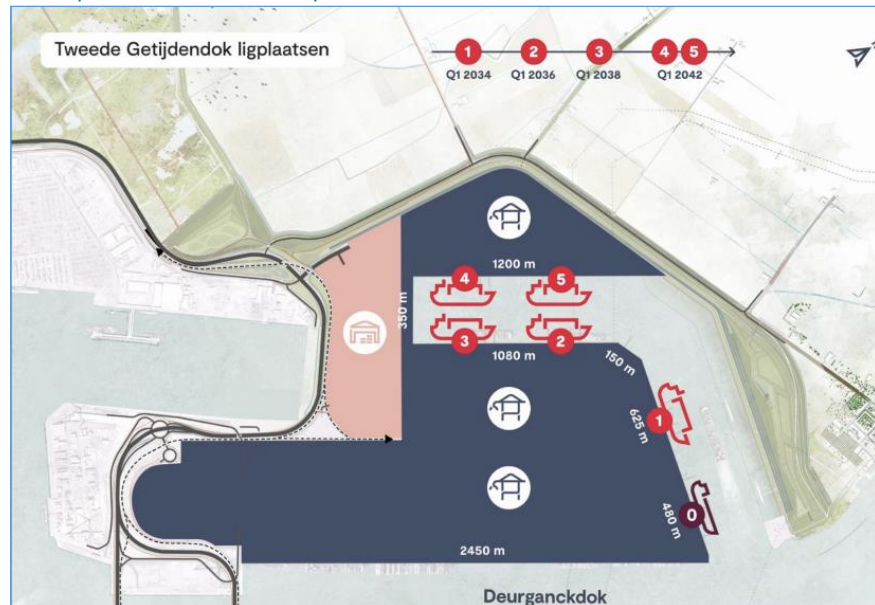
## PORTS, TERMINALS & ARTERIES

### Europe

- [Plan approved for Antwerp's 2<sup>nd</sup> tidal dock](#)

The Flemish government has approved the design for the projected **Second Tidal Dock (Tweede Getijdendok)** on the left bank of the Schelde in **Antwerp** (DL 14/26 also refers). In essence, this will see the creation of five new berths and connecting hinterland infrastructure. The whole new area will be turned over to the existing **MSC PSA European Terminal**, part of whose current terminal area will then be taken on by **Antwerp Gateway (DP World)**. Public consultations are to take place over the coming months. The outline schedule is for the new berths to be delivered over the 2034-42 period.

#### *Antwerp's Second Tidal Dock expansion*



- [Cosco, PTP awarded Tarragona MP terminal contract](#)

After being the sole bidder, the consortium of **Cosco Shipping Ports**, **Cosco Shipping Bulk** (combined 51%) and **PTP Iberica** (49%) has been awarded the 50-year development and operations concession for a new **multipurpose terminal** in the Spanish port of **Tarragona** (DL 18/26 also refers). The development will take place in the **Andalucia Wharf** area of the port and also incorporate a neighbouring railyard all covering a total area of 51 hectares. The investment will be EUR 144.6 million (around USD 169 million). The plan is for the terminal to be fully operational come 2028 with a capacity of 680,000 TEU and a commitment to handle at least 200,000 TEU in containers as from 2031. The facility will also cater for Ro/Ro, general and perishable cargoes.

- [Hutchison Ports BEST orders 3x StS from ZPMC](#)

**Hutchison Ports BEST**, operator of the **Barcelona Europe South Terminal** in the eponymous port, has ordered three new ship-to-shore cranes with a 26-row outreach from **ZPMC**. Two new cranes ordered earlier are expected for delivery later this month.

- *Baltic CT (Gdynia) receives 2x StS*

The **ICTSI**-operated **Baltic Container Terminal** in the Polish port of **Gdynia** has received two **ZPMC** ship-to-shore cranes. After testing and preparatory work, these 25-row outreach units will enter service later this month.

*New ship-to-shore cranes arriving at Baltic CT (Gdynia)*



(Source: ICTSI)

- *MSC reportedly acquires 51% of Ukraine terminal*

Citing 'market sources', local media is reporting that **MSC** has purchased a 51% stake in the **TIS Container Terminal** in **Pivdenny (Yuzhny, Ukraine)**. This would probably be the stake reported as sold by **DP World** earlier this year to the minority shareholder and original owner, **Transinvestservice**, TIS (see DL 14/26). Through its near 50% shareholding in **HHLA**, MSC also has an interest in the nearby **HHLA Container Terminal Odessa**.

## Middle East/Indian Subcontinent

- *MSC to buy 49% of Vizhinjam?*

According to local media, **Adani Ports** and **MSC** are in discussions that could see the latter purchase up to 49% in **Vizhinjam International Seaport** ([location](#)). This facility has only recently announced handling its 2.0 millionth TEU, just eighteen months after commissioning, the vast majority of that coming from MSC. This nominally 1.0 million TEU facility is currently working on expanding to 5.1 million TEU. Adani and MSC's **Terminal Investment Limited** are already involved in joint venture facilities in **Mundra** ([location](#), TIL: 50%) and **Kamarajar (Ennore, location, TIL: 49%)**.

- *Tuticorin receives an approval for project*

**V.O. Chidambaranar Port**, the authority for the major Indian port of **Thoothukudi (Tuticorin)** has received approval from the relevant **Public Private Partnership Appraisal Committee** for its ambitious **Outer Harbour Container Terminal** project. This foresees two new container berths with a draught of 18.0 metres and capacity of 4.0 million TEU, perhaps more. The cost is now estimated at INR 171.67 billion (USD 1.8 billion) with the project to be delivered in two stages in 2027 and 2030.

Aside from the size and scale, the ambition for **Thoothukudi/Tuticorin's Outer Harbour Container Terminal** project comes because other environmental and regulatory approvals still need to be obtained and because two open tenders to secure a private developer and operator have been unsuccessful (see DL 49/25).

*Thoothukudi/Tuticorin Outer Harbour Container Terminal project*



Americas

- *HGL completes 50% acquisition of Brazilian project*

Following the agreement signed last December (as reported in DL 02/26), **Hanseatic Global Terminals (Hapag-Lloyd)** has completed the acquisition of a 50% stake in **Imetame Logistica Porto** ([location](#)) but which has now been renamed **Hanseatic Global Terminals Aracruz**. This is a 1.2 million TEU development featuring 750 metres of berth line with a draught of 17.0 metres. It is planned to come online in mid-2028.

*Artist's impression of Hanseatic Global Terminals Aracruz*



(Source: © Imetame Group via Hapag-Lloyd)

Port and Terminal Statistics

- *1Q 2026 port throughput figures*

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

Port	Country	Growth '26/'25	1Q26 TEU	1Q25 TEU
Bremerhaven	Germany	4.4%	1,245,500	1,193,000
Naples	Italy	-3.5%	167,400	173,500
Salalah	Oman	32.9%	1,090,000	820,000
Salerno	Italy	7.8%	101,500	94,200

## SHIPS & CONTAINERS

### Construction & Design

- *NBOSCO orders 4+2 x 1,900 TEU @ Wuching*

**Ningbo Ocean Shipping** (NBOSCO) has selected the **Wuching Shipbuilding Industry Group** to build four ships of 1,900 TEU (plus two options). The order had already been approved a couple of months ago, just the shipyard was pending (see DL 14/19).

- *HK non-operating owner orders 2+2 x 2,700 TEU*

Non-operating owner **Baozhou Shipping** of Hong Kong has placed an order for two vessels of 2,700 TEU with **Zhejiang Yangfan** shipbuilders. Deliveries are expected in 2028. The order includes options for another two ships.

### Demolition & Casualties

- *Settlements reached Dali case*

The families of five of the six fatalities, plus one survivor, from the March 2024 **Dali/Francis Scott Key Bridge** accident in the port of **Baltimore** have reached an out-of-court settlement with interests connected with the vessel, reports Lloyd's List. The amounts involved were not disclosed.

- *Three vessel casualties*

Unfortunately there have been a few vessel casualty incidents recently, including two examples of ships the victims of military action. In no particular order, they are summarised below:

- **MSC Sariska V** (4,800 TEU) - 1 June 2026 - The vessel was struck by an unidentified projectile while leaving the Iraqi port of **Umm Qasr** and still under the guidance of a local pilot. Later, a second object hit the crew quarters. Thankfully, no injuries were reported. Iranian sources reported that the country's revolutionary guards claimed responsibility for the incident. In a statement, MSC emphasised its continued Italian familial heritage and ownership plus Swiss establishment and domicile.
- **Ant** (5,100 dwt) - 28 May 2026 - This general cargo vessel was hit by a drone while off the Ukrainian port of **Odessa** en route from **Bandirma** (Turkey). Two crew members were injured and later evacuated to hospital. The ship was collected by local tugs and escorted into Odessa for survey and assessment
- **Papu** (2,700 TEU) - 29 May 2026 - While leaving the port of **Karachi** bound for **Jeddah**, the **Papu** collided with the cable laying vessel **Niwa** which was entering the port. The cable layer suffered significant damage, including a hull breach, and was taken into Karachi port the following day for repairs. The containership suffered no damage although local media reported an unknown number of boxes falling overboard. It was instructed to remain at anchor pending investigation.



**...MSC is deeply concerned by these unprovoked attacks and the risk they create for its innocent seafarers, and essential maritime trade in the region...**

-MSC statement regarding the *MSC Sariska V*-

### Energy & Propulsion

- *Evergreen's first methanol-fuelled vessel debuts*

**Evergreen's** 16,600 TEU **Ever Eco**, the first of twenty-four methanol-fuelled vessels the carrier has ordered, has commenced its maiden voyage. It is deployed to the **CES** service between the Far East and North Europe, where it is scheduled to arrive late in July.

- *Hapag, Seaspans receive 1<sup>st</sup> methanol refit*

Owner and operator **Seaspans** and **Hapag-Lloyd** have received the 10,100 TEU *Seaspans Yangtze* back from **Cosco Shipping Heavy Industry** after it had been retrofitted to be able to run on methanol as well as fuel oil. It is the first of five sister ships that will be so modified at an estimated total cost of USD 120 million and as announced back in 2024 (see DL 16/24).

**Seaspans Yangtze (10,100 TEU)**



(Source: Hapag-Lloyd)

**Containers**

- *FESCO receives 600 new reefers*

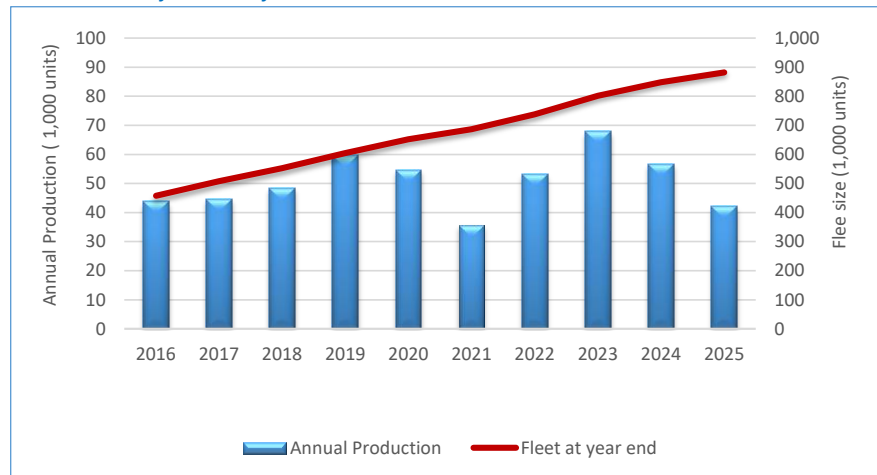
Russia’s **FESCO** group has received 600 brand new refrigerated containers for its **Dalrefrans** unit, which is responsible for perishable logistics. They will be utilised for both domestic and international operations with some already assigned for the upcoming fishing season in Russia’s Far East and others deployed to south-east Asia to carry reefer cargoes to Russia. All told, FESCO/Dalrefrans now operate over 5,300 such containers.

- *The 2025 tank container fleet*

Earlier this year, the **International Tank Container Organisation** issued its annual survey. This showed that in 2025, manufacturers built 28,500 **tank containers**, which is the second significant reduction in a row from the 56,600 boxes built in 2023. After disposals, the actual number of containers in operation grew by just 17,000 units (+2%) to 899,000.

Operators are responsible for 630,000 units or 70% of the fleet, this share being unchanged. A further 23% is operated by shippers and others, while the remainder is idle (owned by leasing companies). The biggest operator remains **Stolt Tank Containers**, which deploys 65,000 units and accounted for the vast majority of the overall fleet growth on its own after adding around 13,000 units. Second is the **Hoyer Group** (40,500 units), whose fleet contracted by 1,000 units and was closely followed by **Newport** (38,500 units; unchanged) and **Bertschi** (37,200; up 1,600).

**Production and fleet size of tank containers**



Operators	Share 2025	Growth '25/'24	2025 Units	2024 Units	2023 Units
Bertschi Group	4%	4%	37,200	35,600	33,400
Bulkhaul	3%	24%	29,000	23,300	23,300
China Railway Log.	3%	0%	27,500	27,500	27,500
Den Hartogh Log.	3%	0%	25,200	25,200	24,100
Hoyer Group	5%	-2%	40,500	41,500	41,600
Int. Tank Transport	4%	60%	32,000	20,000	20,000
Newport	4%	0%	38,500	38,500	38,500
NRS Ocean Log	2%	-6%	15,000	16,000	17,800
Stolt Tank Cont.	7%	25%	65,000	52,200	50,900
E-Way Group	2%	-9%	20,000	22,000	21,000
Other	33%	92%	300,100	155,900	176,600
<b>Total operators</b>	<b>70%</b>	<b>2%</b>	<b>630,000</b>	<b>619,700</b>	<b>587,800</b>
Shippers & other	23%	-2%	209,200	213,500	196,500
Idle leasing	7%	4%	59,800	57,300	64,000
<b>Total Fleet</b>	<b>100%</b>	<b>1%</b>	<b>899,000</b>	<b>890,500</b>	<b>848,300</b>

Tank *container lessors* own 374,000 units, a reduction of 7,800 over the year. The largest in this segment are specialised companies as *Exsif Worldwide* (71,300 units) and *Eurotainer* (51,000). *Seaco Global*, who also leases dry, reefer and special containers, is the third largest.

Leasing Companies	Share 2025	Growth '25/'24	2025 Units	2024 Units	2023 Units
Albatros Tank	3%	0%	9,900	9,900	9,900
CS Leasing	10%	4%	36,800	35,300	33,200
Eurotainer	14%	2%	51,000	50,000	50,000
EXSIF Worldwide	19%	-2%	71,300	73,100	71,200
Int. Equipt. Leasing	3%	4%	9,600	9,200	8,600
Peacock	8%	20%	29,000	24,100	23,000
Raffles Lease	10%	9%	38,000	35,000	25,000
Seaco Global	11%	-7%	40,000	43,000	43,000
Trifleet Leasing	7%	3%	25,900	25,100	24,300
Triton Int.	3%	0%	12,000	12,000	12,800
Other	14%	-10%	50,600	56,500	61,600
<b>Total</b>	<b>100%</b>	<b>-2%</b>	<b>374,000</b>	<b>381,800</b>	<b>312,200</b>

## NON-CONTAINER TRADES

### Ro/Ro

- *Gram Car Carriers goes Global*

Non-operating PCTC owner *Gram Car Carriers*, which has been part of *MSC's* stable for nearly two years (see DL 29/24), has been renamed *Global Car Carriers*. It currently owns twenty-two active vessels able to lift around 108,000 CEU. Another eight vessels (total 55,000 CEU) are on order.

- *"K" Line orders 2x 1,380 CEU PCTCs for KESS*

*"K" Line* of Japan has ordered a pair of 1,380 CEU vehicle carriers for its intra-European subsidiary, *"K" Line European Sea Highway Services (KESS)*. They will be LNG/dual-fuelled, fitted with stern ramps of 60 tons capacity and constructed by *China Merchants Jinling Shipyard (Nanjing)*.

**FACTS & FIGURES**

*Indicative bunker market prices*

Type/ Port	HFO/380 Cst USD/ton	VLSFO USD/ton	MGO USD/ton
Rotterdam	633	717	1116
Singapore	664	805	1163
Houston	659	786	1154
Long Beach	863	978	1338
Hong Kong	708	857	1126
Santos	-	774	1391

**Historical Rotterdam Prices**

28-May-26	621	712	1084
05-June-25	425	476	617

Wednesday/Thursday's prices

*Crude oil future prices (for delivery in)*

Date/ Crude	Aug-26 USD/barrel	Sep-26 USD/barrel	Oct-26 USD/barrel
Brent	96.91	94.36	91.84

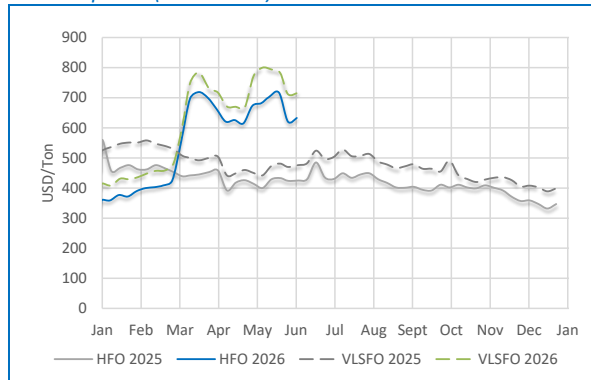
*Freight indices*

Index	Week 22/26	Week 21/26	Week 22/25
CCFI	1.366,76	1.317,36	1.117,61
SCFI	2.571,00	2.218,15	2.072,21
WCI	2.800,00	2.712,00	2.508,00

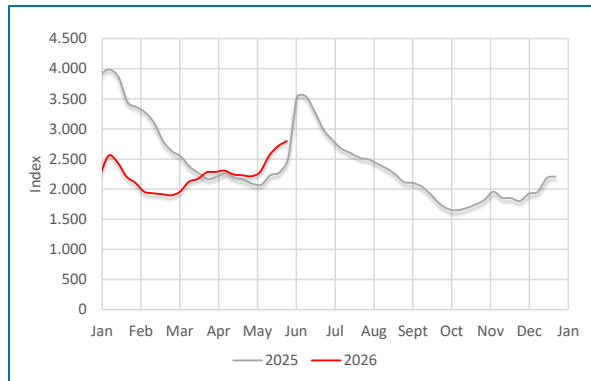
*Charter indices*

Index	Week 22/26	Week 21/26	Week 22/25
BOXi	276,28	276,28	261,17
ConTex	1.536	1.537	1.487
HARPEX	2.322	2.321	2.115
Howe Robinson	2.649	2.642	2.413

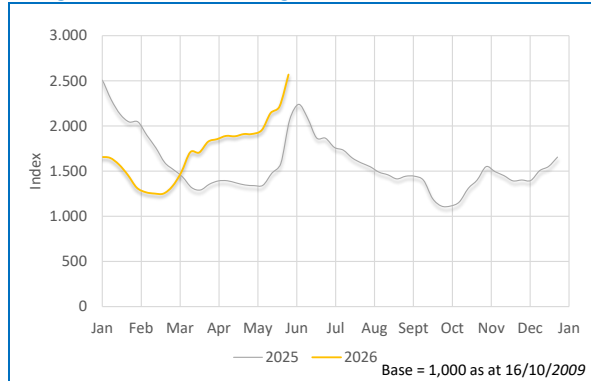
*Bunker prices (Rotterdam)*



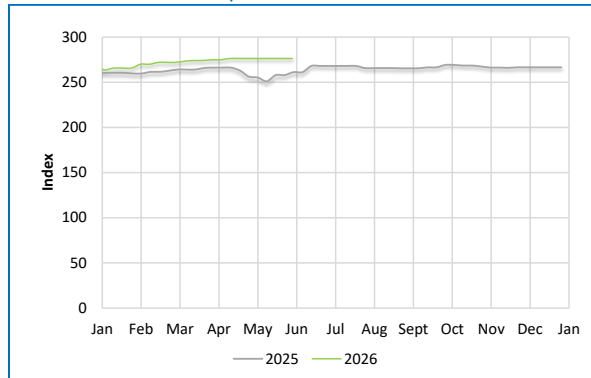
*World Container Index*



*Shanghai Containerised Freight Index*



*BOXi - Braemar Seascope*



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