

DynaLiners Weekly

Your prime information source for container shipping since 1990



DynaLiners 24/26 – 12 June 2026

Just Released The West Africa Container Trades 2026

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



CONTENTS

Trades	2	Ports, Terminals & Arteries	7
<ul style="list-style-type: none"> • X-Press Feeders joins Europe-Far East service..... 2 • Ocean Alliances stretches Eur-Far East loop to Baltic.. 2 • Maersk adds Far East-WCSA link 2 • MSC shifts Ingwe from Colombo to Hambantota 2 • CULines to provide vessel to Hercules service..... 2 • MSC launches SEA-Djibouti Zephyr service 2 • Far East-Middle East trade capacity analysis 2 • CMA CGM merges HLX and DKX 4 • CMA CGM stretches EGAL to Limassol 5 • X-Press Feeders splits Cartagena Alicante X-Press 5 • X-Press Feeders to offer intra-Gulf connection 5 • Emirates launches Mundra-Red Sea connection 5 • Local operator starts Colombo-Tuticorin shuttle..... 5 • T.S. Lines shift JKT from Nagoya to Taichung..... 5 • Evergreen revises Yangon coverage 5 • Hapag-Lloyd cancels charter from Baja Ferries 5 • Worldwide growth rates by trade lane..... 5 		<ul style="list-style-type: none"> • Panama Canal reduces maximum draught.....7 • 1Q 2026 port throughput figures7 • Main US East Coast ports growing in by 2.6%8 	
Companies	7	Ships & Containers	9
<ul style="list-style-type: none"> • DynaLiners Shares Index – Underlying movements..... 7 		<ul style="list-style-type: none"> • CMA CGM orders 8x 6,000 TEU9 • GSL spends USD 917 million on newbuilding orders9 • MTT contracts two ships of 3,300 TEU9 • Synelysia Lts signs for 4x 1,900 TEU, plus options.....9 • Ningbo Ocean adds 4x 1,900 TEU to orderbook9 • Erasmus orders ships for CU Lines charter9 • Small box ship sinks off Batam9 • Sale of Poseidon/Seaspan shares finalised.....9 • Idle containership fleet – up again9 	
		Non-Container Trades	10
		<ul style="list-style-type: none"> • Hyundai Glovis establishes hub in Amsterdam10 • Hoegh financials and liftings 1Q2610 • Neptune Lines orders 2+2 x 4,200 CEU PCTCs.....11 • CMN to carry space launcher, build new Ro/Ro.....11 	
		Facts & figures	12

DynaLiners Shares Index (DLSI) Week 24 (09-Jun-26)	Overall Index	Change (week-on-week)	Sector	Index	Change
	2,469		-9	Carriers	3,317
Ports				1,606	+4
Owners				3,398	-40
Boxes				1,475	+42

See Page 7

TRADES

East-West Trades

- *X-Press Feeders joins Europe-Far East service*

X-Press Feeders will enter the China-East Mediterranean trade and join, as a vessel operator, the **AEM/FMS** service of **CU Lines** and **Global Feeder Shipping**, which it will market under the **CEX** code. The port order is: Qingdao, Shanghai, Ningbo, Nansha, Jeddah, Alexandria, Aliaga, Istanbul (Ambarli), Mersin, Jeddah, Port Kelang and back to Qingdao.

- *Ocean Alliances stretches Eur-Far East loop to Baltic*

The **Ocean Alliance** of **CMA CGM**, **CoscoSL/OOCL** and **Evergreen** will, effective August, stretch the CoscoSL/OOCL-operated Europe-Far East **AEU7** service to the Baltic with a new call to the Polish port of Gdansk. The rotation will then become: Rotterdam, Hamburg, Gdansk, Zeebrugge, Felixstowe, Port Kelang, Shanghai, Xiamen, Hong Kong, Shenzhen (Yantian), Ho Chi Minh (Cai Mep), Singapore and back to Rotterdam.

Far East Trades

- *Maersk adds Far East-WCSA link*

Next Month, **Maersk** will initiate the new **AC1** service, which will connect the Far East with the West Coast of South America. It will deploy eight ships of around 4,000-5,000 TEU, sailing between: Ningbo, Busan, Lazaro Cardenas, Buenaventura, Guayaquil and back to Ningbo.

- *MSC shifts Ingwe from Colombo to Hambantota*

MSC will move the northbound Sri Lankan hub call of the Far East-South Africa **Ingwe** service from Colombo to Hambantota, Alphaliner reports. Simultaneously, deployment will be raised by one vessel, to twelve ships of 5,500-12,000 TEU. The new port order is: Qingdao, Shanghai, Ningbo, Shenzhen (Shekou), Singapore, Port Louis, Ngqura, Durban, Port Louis, Hambantota, Hong Kong, Tianjin and back to Qingdao.

- *CULines to provide vessel to Hercules service*

CU Lines will, as from July, upgrade from slot buyer and provide two ships to the joint Southeast Asia-India/Pakistan Hercules **HLS** service of **X-Press Feeders** and **T.S. Lines**. CU Lines will market it as **HLS**. The rotation of this loop is: Laem Chabang, Singapore, Port Kelang, Nhava Sheva, Mundra, Karachi, Port Kelang, Singapore and back to Laem Chabang.

- *MSC launches SEA-Djibouti Zephyr service*

MSC has launched **Zephyr**, a new service between the hubs of Singapore and Colombo, and Djibouti. It deploys four ships of 4,700-5,000 TEU, circulating between: Singapore, Colombo, Djibouti and back to Singapore.

- *Far East-Middle East trade capacity analysis*

The start of the **US/Israel-Iran War** earlier this year led to a massive rearrangement of services anchored on the **Middle East/Persian Gulf**. As container ships are no longer able to sail safely via the Strait of Hormuz, services now turn at Khor Fakkan, Fujairah or Sohar in the Arabian Sea, or Jeddah and even Yanbu in the Red Sea. From these points, carriers serve the Gulf with overland transport. As a result, many services have been deviated, truncated or cancelled completely. The situation has still not dissuaded others, like **CU Lines** and **Gulftainer's GT Lines**, to enter the trade.

With many existing services cancelled or truncated, in the current situation there are seven direct services between the **Far East and Middle East Gulf**. Most of these are operated with small ships and/or at low frequency. The exception is **MSC**, which even took the opportunity to extend, presumably temporarily, one of its India services. It is now the only main carrier still serving this trade directly.

Consequently, it is responsible for more than 80% of all trade capacity. The remaining loops are offered by a multitude of operators, often through joint services.

Operator/Alliance Rank	Loops #	Ships (TEU)		Trade Cap* TEU	
		#	Avg cap.		Total cap
1 MSC	2	14	15,400	215,800	3,149,200
2 Emirates, KMTC, GFS, HMM	1	8	7,300	58,700	267,200
3 CU Lines	1	4	6,400	25,700	233,500
4 Emirates, KMTC, GFS, RCL	1	6	5,400	32,500	98,700
5 CoscoSL	1	3	4,300	12,800	77,700
6 CU Lines, GT Lines	1	2	1,400	2,900	17,400
Jun-26	7	37	9,400	348,400	3,843,700
Jun-25	14	93	9,700	905,400	4,463,200
Jun-24	11	91	9,400	852,400	3,605,500

*Annual trade capacity is adjusted for non-core ports and puts the homogeneous capacity at 80% of the nominal space

Operating alliances/individual lines in full:

1. MSC
2. Emirates, KMTC, GFS, HMM
3. CU Lines
4. Emirates, KMTC, GFS, RCL
5. CoscoSL
6. CU Lines, GT Lines

Slot charterers have not been considered

Although most large carriers have disappeared from the direct trade, due to the extra service and the big ships operated by **MSC**, trade capacity dropped by only 14% to 3.84 million TEU. The average ship size also remained in line with the previous years.

5-year development of Far East-Middle East Gulf trade capacity



...Even if a solution for peace is implemented in the coming weeks, there's no guarantee there won't be another crisis later on and we can't be prisoners to Hormuz...

-Rodolphe Saade, CEO CMA CGM-

The parallel **Far East-Red Sea** trade has seen a substantial recovery, due to the addition of an extra service of **CU Lines** and **Zhonggu Logistics** and the doubling of size of the vessels deployed by **CMA CGM** to an average of 11,700 TEU. Consequently, annual trade capacity grew by 66% to 856,100 TEU and average ship size by 36% to 5,700 TEU. CMA CGM’s capacity share has therefore risen to 54%, with **PIL** as the second biggest tonnage provider.

Operator/Alliance Rank	Loops #	Ships (TEU)			Trade Cap* TEU
		#	Avg cap.	Total cap	
1 CMA CGM	1	9	12,700	114,200	461,800
2 PIL	1	8	6,400	50,900	231,600
3 CU Lines, X-Press Feeders	1	7	2,000	13,700	71,000
4 CU Lines, Zhonggu Logistics	1	8	1,900	15,000	68,400
5 Sea Express	1	3	1,600	4,900	23,300
Jun-26	5	35	5,700	198,700	856,100
Jun-25	4	26	4,200	109,200	515,000
Jun-24	2	14	4,200	59,000	286,600

*Annual trade capacity is adjusted for non-core ports and puts the homogeneous capacity at 80% of the nominal space

Operating alliances/individual lines in full:

1. CMA CGM
2. PIL
3. China United Lines, X-Press Feeders
4. CU Lines, Zhonggu Logistics
5. Sea Express

Slot charterers have not been considered

Although annual trade capacity is still below the 1.12 million TEU of 2023, i.e. before the Houthi attacks on shipping, it has grown strongly compared to last year. The average ship size of 5,700 TEU, however, is still significantly below the 10,200 TEU of 2023.

5-year development of Far East-Red Sea trade capacity



Intra-Europe

- CMA CGM merges HLX and DKX

CMA CGM has merged the Dunkirk Express (**DKX**) into the Helsingborg Express (**HLX**). Effectively, this means that the latter will now also cover Hamburg and be operated by two ships of 900 TEU, calling: London (Tilbury), Dunkirk, Hamburg, Helsingborg and back to London.

- *CMA CGM stretches EGAL to Limassol*

CMA CGM has extended its Egypt-Greece-Algeria (**EGAL**) service to the Cypriot port of Limassol, Alphaliner reports. The revised 5x 1,300 TEU rotation is: Alexandria, Limassol, Piraeus, Thessaloniki, Piraeus, Malta, Annaba and back to Alexandria.

- *X-Press Feeders splits Cartagena Alicante X-Press*

X-Press Feeders has split its Cartagena Alicante X-Press (**CAX**) into two separate slings. One focusses on Alicante, Almeria and Ceuta, whilst the other one will cover Cartagena and, again, Ceuta. Their rotations are:

- **CAX1** - Algeciras, Alicante, Almeria, Ceuta and back to Algeciras
- **CAX2** - Algeciras, Cartagena, Ceuta and back to Alicante

Intra-Middle East/Indian Subcontinent

- *X-Press Feeders to offer intra-Gulf connection*

X-Press Feeders will offer the, presumably temporary, intra-gulf **WAAHT** service. With a single 1,400 TEU ship, it will cover: Jebel Ali, Sharjah, Dammam and back to Jebel Ali.

- *Emirates launches Mundra-Red Sea connection*

Emirates Shipping has launched a new link between Mundra and the Red Sea, advertised as **SRS** (South Red Sea), which is operated by two ships of around 3,000 TEU at an approximate 18-day frequency. It stops at: Mundra, Jeddah, Djibouti and back to Mundra.

- *Local operator starts Colombo-Tuticorin shuttle*

Tuticorin-based **Blue Atlas Lines** has commenced a feeder service between the hub of Colombo and its homeport. It is provided by a single 670 TEU ship at a frequency of two sailings per week.

Intra-Far East/Australasia

- *T.S. Lines shift JKT from Nagoya to Taichung*

T.S. Lines will shift the Japan-Taiwan-China **JKT** service from Nagoya to Taichung. The new itinerary is: Tokyo, Yokohama, Keelung, Taichung, Kaohsiung, Nansha, Hong Kong, Shenzhen (Shekou) and back to Tokyo.

- *Evergreen revises Yangon coverage*

Evergreen and **Samudera** will put a stop to their joint Straits-Yangon-Service (**SYS/ SY1**), which connects Singapore, Port Kelang and Batam to Myanmar's main outlet, Alphaliner reports. Instead, Evergreen will, with a single ship, join the **SYM1**, service of **CoscoSL** and **RCL** instead. This connection, for which Evergreen will retain the SYS style, will be upgraded to weekly and cover: Singapore, Yangon, Port Kelang, Yangon and back to Singapore.

Intra-Americas

- *Hapag-Lloyd cancels charter from Baja Ferries*

Hapag-Lloyd will cease chartering space on the intra-West Coast Central America service of **Baja Ferries** (DL 17/25), which it markets as **CCM**. This service provides a fortnightly connection between: Lazaro Cardenas, Acajutla, and Corinto.

Tariff and Trade Statistics

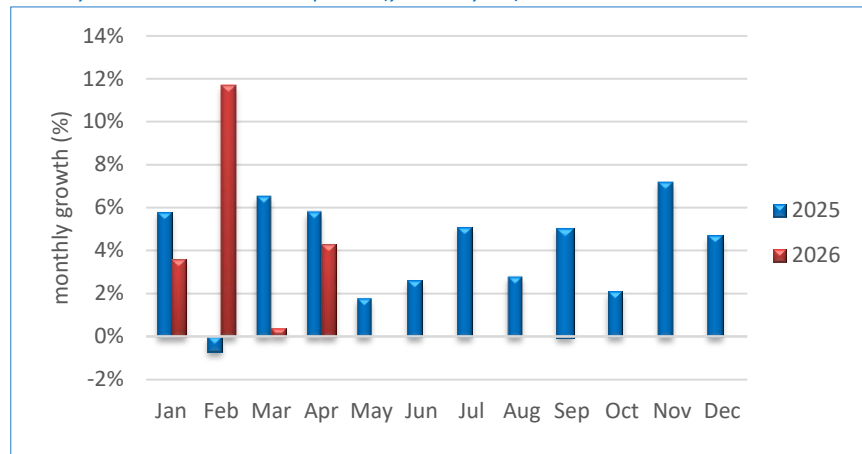
- *Worldwide growth rates by trade lane*

Seaborne container trade in April 2026 was 4.3% stronger than the same month of 2025, according to (provisional) figures from Container Trades Statistics. Due to the situation in the Persian Gulf, there were strong reductions of both imports (-18.9%) and exports (-14.5%) for the Middle East/Indian Subcontinent region. All other main trades posted imports growth of between 6.2% and 10.5%. For exports, four trades saw reductions, with North America (-3.3%) the most acutely affected after the Middle East/Indian Subcontinent. With regard to individual trade lanes, twenty-two saw contractions with twenty-seven posting growth.

	Apr 2026 vs Apr 2025	Exporting region							Total imports
		Far East	Europe	North America	Australasia	Middle East/ISC	Sub Saharan Africa	Latin America	
Importing region	Far East	9.8%	3.4%	3.2%	3.1%	-10.1%	0.8%	4.6%	7.1%
	Europe	12.3%	6.1%	-6.8%	7.4%	-6.1%	4.6%	0.0%	6.7%
	North America	11.3%	-0.2%	-34.1%	-0.2%	0.4%	-6.4%	-9.6%	6.2%
	Australasia	16.3%	0.3%	-6.0%	4.3%	-24.2%	0.4%	-1.9%	9.7%
	Middle East/ISC	-16.7%	-12.6%	-18.9%	-5.0%	-42.0%	-5.7%	15.2%	-18.9%
	Sub-Saharan Africa	16.6%	6.2%	15.7%	-8.4%	-8.5%	1.2%	-10.3%	8.4%
	Latin America	20.8%	5.1%	-4.1%	2.4%	12.7%	-6.9%	8.8%	10.5%
Total exports	8.9%	1.9%	-3.3%	2.2%	-14.5%	-0.1%	-0.2%	4.3%	

The year-on-year comparisons show that in April the worldwide container trade was back on track, after significant volatility in February and March (although February 2025 was the weakest relative month that year). Overall growth rates, however, are still below those of 2025.

Monthly container trade development (year-on-year)



The cumulative *January-April figures* show a similar picture, with strong reductions on the Middle East/ISC trades and smaller ones on the North America trades, this time for both imports and exports. As a result, overall trade growth was up 5.1%, with contractions for twenty-one individual trades.

	Jan-Apr 2026 vs Jan-Apr 2025	Exporting region							Total imports
		Far East	Europe	North America	Australasia	Middle East/ISC	Sub Saharan Africa	Latin America	
Importing region	Far East	10.4%	-1.5%	2.9%	3.8%	-2.7%	16.0%	10.4%	7.8%
	Europe	14.3%	1.8%	-1.5%	1.9%	-9.6%	6.3%	6.7%	7.1%
	North America	0.0%	-2.3%	-6.1%	-5.5%	-7.7%	-5.4%	-11.1%	-1.9%
	Australasia	16.7%	-0.2%	-1.6%	5.8%	-8.3%	3.0%	-2.1%	11.1%
	Middle East/ISC	1.0%	-13.5%	-5.6%	-6.9%	-13.7%	12.9%	8.4%	-4.0%
	Sub Saharan Africa	28.2%	2.9%	15.5%	-9.7%	4.8%	2.8%	1.4%	15.2%
	Latin America	18.4%	-1.7%	1.0%	-5.5%	7.8%	1.0%	6.9%	9.1%
Total exports	9.2%	-1.8%	0.8%	1.7%	-6.7%	10.1%	2.0%	5.1%	

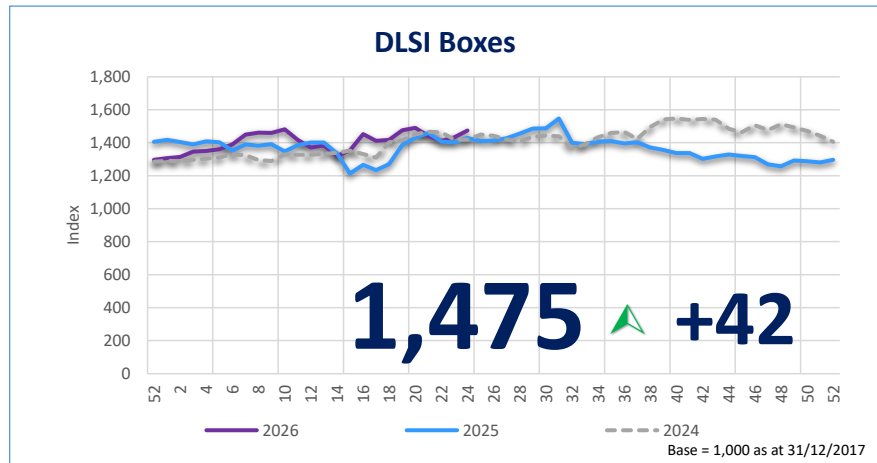
COMPANIES

The DynaLiners Shares Index

- *DynaLiners Shares Index – Underlying movements*

Although the main **DynaLiners Shares Index** barely moved (-0.4%), there was clear movement underlying the headline figure. Three of the sector indices posted movements of between 40 and 43 points, either way. **DLSI Boxes** was the only one of those three to post a gain, its rise of 42 points translating into a difference of 2.9%. For the other two indices, their negative movements were equivalent to changes of -1.2% or -1.3%.

In even starker contrast to the overall figure, there were fully seventy-nine share price falls, which compared to just thirty-six gains. However, the latter managed to limit the average change to just -0.9%. They were led by Vietnam’s **VIP Greenport** on +20% and shipowner **Castor Maritime** on +15%. Leading the much longer list of share price drops were carrier **Shanghai Zhonggu Logistics** and **Salalah Port**, who saw their shares contract by 13% and 15% respectively.



Total share price movements week 24		Top movers	
36	▲ Up	VIP Greenport	▲ 20%
79	▼ Down	Castor Maritime	▲ 15%
13	▬ Unchanged	Shanghai Zhonggu Logistics	▼ -13%
-0.9%	▼ Average change	Salalah Port Services Company	▼ -15%

PORTS, TERMINALS & ARTERIES

Arteries

- *Panama Canal reduces maximum draught*

The **Panama Canal Authority** has announced that effective 1 July, the maximum authorised draught for vessels using the **newPanamax** locks will be reduced to 15.09 metres, from the current 15.24 metres. It serves primarily as a precautionary water-management strategy to mitigate dropping water levels caused by drought and the El Niño climate pattern.

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
Gothenburg	Sweden	-3.0%	226,000	233,000

- Main US East Coast ports growing in by 2.6%

For the first quarter of 2026, the nine main **US East Coast ports** experienced a 2.7% year-on-year drop in combined throughput to 7.20 million TEU. Whilst exports grew by a marginal 0.2% to 1.90 million TEU, imports reduced by a much larger 1.6% to 3.41 million TEU. As a result, the number of empties decreased by 7.4% to 1.90 million TEU. There was only one port, **Houston**, that escaped the downturn, although **Miami** scored a small positive on full imports, whilst **Baltimore**, **New York** and **Virginia** saw small increases for full exports.

Ports	Growth '26/'25	1Q26 TEU	1Q25 TEU
Baltimore	-4.3%	267,000	279,100
Charleston	-11.9%	588,500	668,200
Houston	1.8%	1,087,900	1,068,700
Jacksonville	-4.9%	319,500	336,100
Miami	-1.1%	294,700	298,100
New York	-1.1%	2,177,700	2,202,000
Port Everglades	-12.3%	264,800	301,900
Savannah	-2.5%	1,397,000	1,432,100
Virginia	-1.8%	799,600	814,000
Total	-2.7%	7,196,700	7,400,100
- of which full in			
Baltimore	-5.9%	134,800	143,200
Charleston	-11.3%	288,000	324,800
Houston	4.3%	501,500	480,600
Jacksonville	-4.9%	79,700	83,800
Miami	0.7%	131,600	130,700
New York	-1.5%	1,099,200	1,116,100
Port Everglades	-21.9%	80,800	103,500
Savannah	-1.0%	701,500	708,300
Virginia	5.0%	391,600	372,800
Total	-1.6%	3,408,700	3,463,800
- of which full out			
Baltimore	2.8%	51,000	49,600
Charleston	-0.4%	158,900	159,600
Houston	1.1%	402,700	398,500
Jacksonville	-0.1%	125,100	125,200
Miami	0.0%	67,000	67,000
New York	3.9%	354,200	341,000
Port Everglades	-8.5%	100,500	109,800
Savannah	-2.8%	356,100	366,400
Virginia	1.9%	274,200	269,100
Total	0.2%	1,889,500	1,886,300
- of which empty			
Baltimore	-5.9%	81,200	86,300
Charleston	-23.0%	141,600	183,900
Houston	-3.1%	183,700	189,500
Jacksonville	-9.7%	114,700	127,000
Miami	-4.2%	96,100	100,300
New York	-2.8%	724,300	744,900
Port Everglades	-5.8%	83,500	88,600
Savannah	-5.0%	339,500	357,400
Virginia	-22.2%	133,900	172,100
Total	-7.4%	1,898,500	2,050,000

SHIPS & CONTAINERS

Construction & Design

- *CMA CGM orders 8x 6,000 TEU*

CMA CGM has reportedly ordered a series of eight 6,000 TEU container ships from **Hengli Heavy Industry**. Whilst further details are lacking, it is understood the vessels will be conventionally fuelled.
- *GSL spends USD 917 million on newbuilding orders*

Non-operating owner **Global Ship Lease** has announced that it has placed orders for ten, what it refers to as, mid-sized high-reefer capacity containerships, for a total of USD 917 million. They are to be delivered between the fourth quarter of 2028 and first quarter of 2030. Although the yards building them were not disclosed, it is understood eight conventionally-fuelled 6,200 TEU ships will be constructed by **Taizhou Sanfu marine Engineering**.
- *MTT contracts two ships of 3,300 TEU*

Malaysia's **MTT Shipping** has contracted two 3,300 TEU box ships from **Wuhu Shipyard**. The vessels will cost USD 40 million apiece and are to be delivered in March and June 2029, respectively.
- *Synelysia Lts signs for 4x 1,900 TEU, plus options*

Hong Kong-based shipowner **Synelysia Ltd.** has signed for four 1,900 TEU new-buildings from **Xinle Shipyard**. The deals come with two times two options attached, which could bring the total number of vessels to eight. Further details have to be confirmed.
- *Ningbo Ocean adds 4x 1,900 TEU to orderbook*

Ningbo Ocean has placed an order for four 1,900 TEU ships, plus two options, with **Wuchang Shipbuilding Industry Group**. The total investment is set at approximately USD 251 million. They are slated for delivery throughout 2028.
- *Erasmus orders ships for CU Lines charter*

Athens based non-operating owner **Erasmus Shipinvest** has contracted two vessels of 1,900 TEU with options for two more attached. They will be built by **Huangpu Wenchong Shipbuilding** and are scheduled for mid-2028 and early 2029, respectively. They will be chartered by **CU Lines**.

Demolition & Casualties

- *Small box ship sinks off Batam*

Last week, the 1995-built, 2,444 dwt (150 TEU) Samudera-operated **Golden Star 1** sank in the Singapore Strait off the Indonesian Island of Batam. The vessel, which is now fully submerged, carried 170 boxes, at least seventeen of which were lost overboard. All crew members were rescued.

Shipowners

- *Sale of Poseidon/Seaspan shares finalised*

Singapore-listed shipbuilder **Yangzijiang Shipbuilding** has finalised the acquisition of a 10% stake in **Poseidon Corp**, the ultimate parent of non-operating owner **Seaspan**, for which it paid USD 825.7 million (DL 12/26). Separately, **Hengyuan Asset Investment**, a private investment vehicle of Yangzijiang Shipbuilding's executive chairmen and CEO Ren Letian, acquired another 5%. With 49.9%, **ONE** is the biggest shareholder in Poseidon.

Lay-up/Idle

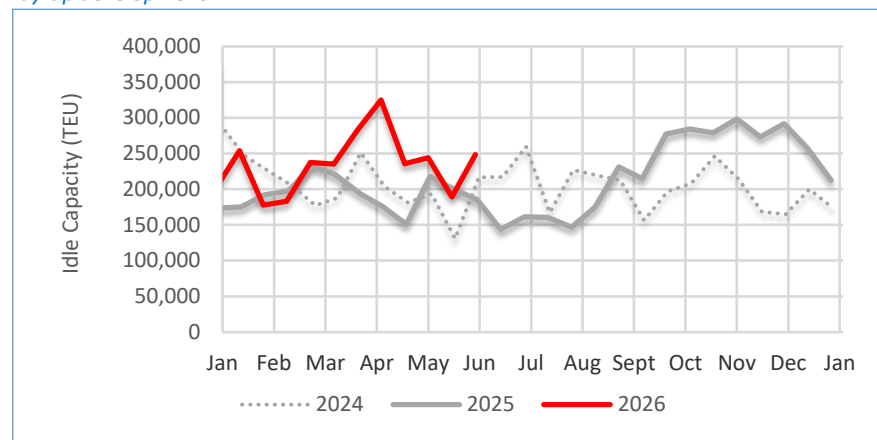
- *Idle containership fleet – up again*

As per 1 June, the **laid-up containership fleet** increased by twenty-one ships to eighty with capacity growing by 59,000 TEU to 248,400 TEU, or 0.7% of global containership capacity. Additionally, there were 229 vessels or 864,400 TEU in the repair yards, significantly more than two weeks earlier.

TEU Category	Shipowners	Carriers	Number
<1,000	13	17	30
1,000-1,999	5	10	15
2,000-2,999	1	8	9
3,000-5,099	4	5	9
5,100-7,499	6	3	9
7,500-12,499	0	5	5
12,500-18,000	1	2	3
>=18,000	0	0	0
Total ships	30	50	80
Total TEU	87,800	160,600	248,400
Date	Share	TEU	Number
01-Jun-26	0.7%	248,400	80
18-May-26	0.6%	189,300	59
04-May-26	0.7%	243,800	81

(Analysis based on data provided by Alphaliner. Differences may occur due to rounding)

Lay-up development



NON-CONTAINER TRADES

Ro/Ro

- Hyundai Glovis establishes hub in Amsterdam

Hyundai Glovis will establish a car terminal in Amsterdam, where it will consolidate its international vehicle flows before distributing them to European markets. The 47 ha plot, with three berths and parking space for 20,000 cars, is located in Westhaven on land currently used by **Koopman Logistics**, which will continue to handle **Hyundai Glovis'** business.

- Hoegh financials and lift-ings 1Q26

Major PCTC operator **Hoegh Autoliners** saw first quarter net freight revenue grow by 10.1% and USD 28.3 million to USD 307.0 million. EBITDA, this being consolidated for all activities, was USD 144.6 million, which was 6.4% and USD 10.0 million down when compared with 1Q 2025. However, following a loss from asset sales, in particular, net result came in at USD 102.6 million, some 33.6% and USD 52.0 million weaker, year-on-year.

The increased operating revenue reflected **Hoegh's** volumes, which grew by 12% to 3.9 million cubic metres (cbm). All three trade directions posted strong growth but it was exports from Asia, up by 273,000 cbm and 15%, that was the star performer. These accounted for well over half of Hoegh's activities. High and heavy cargoes grew by 22% to 843,000 cbm, which represented 22% of the total (up from 20%).

Carryings	Share 2026	Growth '26/'25	1Q26 CBM '000	1Q25 CBM '000	1Q24 CBM '000
Atlantic exports	34%	9%	1,320.5	1,208.1	1,363.0
Asia exports	55%	15%	2,152.5	1,879.3	1,324.6
Others	11%	9%	416.1	380.6	650.8
Total	100%	12%	3,889.1	3,467.9	3,338.4

- Neptune Lines orders 2+2 x 4,200 CEU PCTCs

Neptune Lines has placed an order for two firm and two options on LNG-fuelled 4,200 CEU vehicle carriers from **Fujian Mawei Shipyard**. They will add to the series of four such ships being constructed by the same builder (DL 07/24), the first of which was delivered in April. The latest confirmed pair are expected in 2029.

- CMN to carry space launcher, build new Ro/Ro

Building upon an established relationship, specialist Ro/Ro operator **Compagnie Maritime Nantaise** (CMN) has signed a strategic letter of intent with space and defence company **Avio**, and a long-term contract through **Africa Global Logistics (MSC)**, to manage the transportation of Avio’s **VEGA C** launchers from Italy to Kourou, French Guinea. The initial sailings will utilise the **MN Colibri** (4,200 dwt) with CMN planning to order a newbuild vessel later on.

Avio’s VEGA C rocket at a successful launch, May 2026



©2026 ESA, AVIO, LORENA VIGORELLI, P. PIRON

FACTS & FIGURES

Indicative bunker market prices

Type/ Port	HFO/380 Cst USD/ton	VLSFO USD/ton	MGO USD/ton
Rotterdam	588	670	1049
Singapore	603	748	1113
Houston	639	732	1053
Long Beach	757	909	1285
Hong Kong	621	780	1046
Santos	-	760	1221

Historical Rotterdam Prices

04-June-26	633	717	1116
12-June-25	429	482	628

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	92.74	90.99	89.03

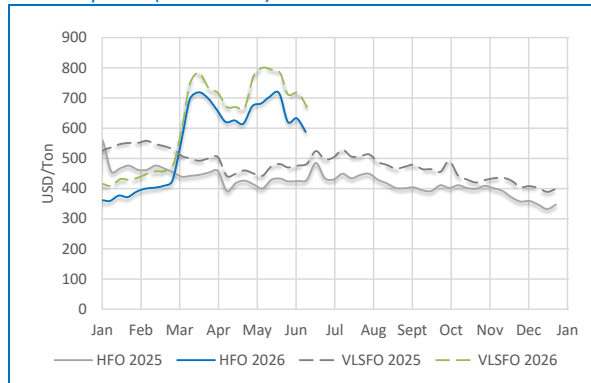
Freight indices

Index	Week 23/26	Week 22/26	Week 23/25
CCFI	1.411,60	1.366,76	1.154,98
SCFI	2.726,48	2.571,00	2.240,35
WCI	3.433,00	2.800,00	3.527,00

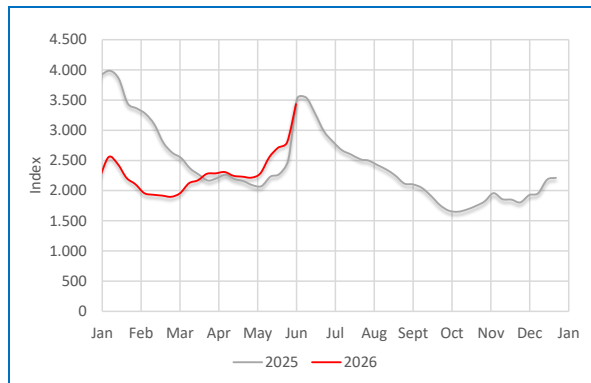
Charter indices

Index	Week 23/26	Week 22/26	Week 23/25
BOXi	276,28	276,28	261,17
ConTex	1.539	1.536	1.500
HARPEX	2.322	2.322	2.125
Howe Robinson	588	2.649	2.440

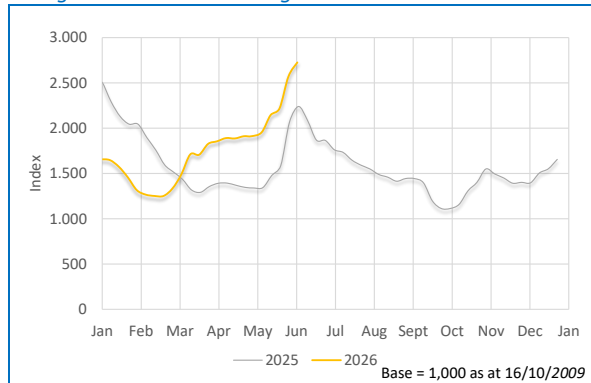
Bunker prices (Rotterdam)



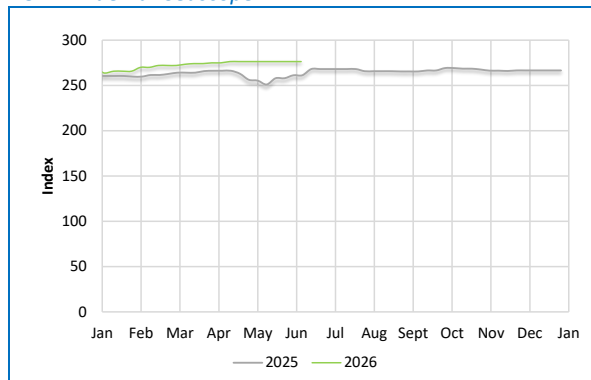
World Container Index



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](#)