DynaLiners Weekly

Your prime information source for container shipping since 1990

DynaLiners 25/26 – 19 June 2026

CONTENTS

DynaLiners Shares Index (DLSI)

Week 25 (16-Jun-26)

Overall Index	Change (week-on-week)
2,480	▲ +11

Sector	Index	Change
Carriers	3,295	▼ -22
Ports	1,617	▲ +11
Owners	3,481	▲ +83
Boxes	1,503	▲ +28

See Page 8

TRADES

Worldwide Trades

- *Traffic in Strait of Hormuz restarted*

Following the signing of a Memorandum of Understanding between the ***United States*** and ***Iran***, which includes provisions for reopening the ***Strait of Hormuz***, traffic through the waterway remains hesitant but is slowly starting to move again. The first vessels to transit are mainly tankers and bulk carriers. If the agreement holds, activity is expected to increase in the coming days, with container carriers also likely to resume operations. Under the terms of the deal, Iran has 30 days to remove all remaining obstacles, notably by ensuring that no mines are left in the waterway. For the first 60 days, this country will not be allowed to charge tolls, although it has indicated that it could introduce service fees after that period.

Europe Trades

- *Nirint removes Halifax from Cuba service*

Nirint Shipping has removed the northbound stop at Halifax from its approximately fortnightly ***Europe-Cuba-Canada*** multipurpose service, which is provided by ships of 12,000-17,000 dwt/680-900 TEU. In the new setup, it covers: Villagarcia, Bilbao, Rotterdam, Mariel, Moa (Cuba) and back to Villagarcia.

- *Maersk makes seasonal adjustment to WAF7*

Maersk has made its seasonal adjustment to the Mediterranean-West Africa ***WAF7***. The service has been extended south to Pointe Noire (Congo, Rep.) and Port Elizabeth to cater for fruit exports out of South Africa. Furthermore, Freetown has been removed and is now covered by a dedicated link, the Northern West Africa Plus (***NWAP***). The new arrangements are summarised below:

- ***WAF7*** - Tangier, Conakry, Pointe Noire, Port Elizabeth and back to Tangier
- ***NWAP*** - Tangier, Freetown, Tangier

Far East Trades

- *MSC adds second Far East-Mexico service*

MSC will add an extra dedicated service between the Far East and Mexico dubbed ***Sierra***. It will come in addition to ***Mexicas*** and will deploy seven ships of 4,000-9,000 TEU. The new configuration is:

- ***Sierra*** - 7x 4,000-9,000 TEU - Shanghai, Qingdao, Busan, Manzanillo, Lazaro Cardenas and back to Shanghai
- ***Mexicas*** - 8x5,000 TEU - Ningbo, Shanghai, Lazaro Cardenas, Manzanillo (Mexico), Ensenada and back to Ningbo

- *MSC routes more boxes via Hambantota*

MSC is increasingly sending transhipment cargo via the Sri Lankan port of Hambantota, sometimes in addition to Colombo and sometimes as a replacement. For example, Hambantota was recently inserted into the itineraries of ***Shikra***, ***Cheetah*** and ***New Falcon***, amongst others. Also, on the Far East-West Africa ***Iroko*** service, it was added as part of a major makeover, which also saw the inclusion of Hong Kong and the removal of Colombo, Singapore, Walvis and Cape Town. This service now circulates between: Ningbo, Nansha, Singapore, Cape Town, Pointe Noire, Cotonou, Lagos, Onne, Hambantota, Hong Kong, Xiamen, Shanghai and back to Ningbo.

- *FE-ECSA trade analysis*

In June 2026, ***Far East-East Coast South America*** (***ECSA***) corridor has the same nine services as a year earlier. As average ships size increased by 700 TEU to 9,900 TEU, the Annual Trade Capacity rose by 3% to 2.87 million TEU. The ***CMA CGM***, ***CoscoSL***, ***Evergreen***, ***PIL*** and ***Yang Ming*** grouping is the biggest player, ahead ***MSC*** and of the partnerships of ***Hapag-Lloyd***, ***ONE*** and, again, MSC.

Operator/Alliance Rank		Loops #	Ships (TEU) #	Avg cap.	Total cap	Trade Cap TEU
1	CMA, CoscoSL, Ev, PIL, YM	2	26	12,100	315,000	846,600
2	MSC	2	30	12,000	359,600	655,100
3	Hapag-Lloyd, MSC, ONE	1	13	11,900	154,300	432,000
4	Maersk, ZIM	1	14	8,300	116,500	279,600
5	CMA CGM/Maersk	1	11	7,000	76,500	253,000
6	HMM	1	12	6,500	78,000	215,000
7	HMM/ONE	1	11	5,300	58,000	191,800
Jun-26		**9**	**117**	**9,900**	**1,157,900**	**2,873,100**
Jun-25		9	117	9,200	1,078,100	2,795,500
Jun-24		6	76	10,200	778,800	2,058,700

*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, CoscoSL, Evergreen, PIL and Yang Ming: 2 joint loops
2. MSC: 2 standalone services
3. Hapag-Lloyd, MSC, ONE: joint service
4. Maersk, ZIM: joint service
5. CMA CGM, Maersk
6. HMM: standalone
7. HMM, ONE: joint service

Neither slot charterers nor skipped sailings have been considered

The below graph shows the development of Far East-ECSA average ship size and Annual Trade Capacity (both in TEU) for the most recent ten years. Whilst capacity had been growing relatively slowly until 2023, it then picked up leading to an almost doubling within three years. During this period, the average ship size was relatively stable, ranging between 8,000 and 10,000 TEU.

10-year development of trade capacity in the Far East-WCSA trade

Other North-South trades

- *CMA CGM removes Colombo from SWAX2*

CMA CGM has removed the southbound call to the hub of Colombo, which was only added in April, from the India-East Africa ***SWAX2*** service. The new port order is: Nhava Sheva, Mundra, Dar es Salaam, Mombasa and back to Mumbai.

- *Maersk revises Far East-Bangladesh coverage*

Changes to the Far East-Bangladesh ***SH2*** service announced earlier (DL 21/26), resulted in ***Maersk*** also revising its other connections on this route, reports Alphaliner. Hong Kong, Qui Nhon and Da Nang have been removed from ***SH1***, whilst Kaohsiung was replaced by Nansha on ***SH3***, which also saw the removal of Mongla and Tanjung Pelepas (northbound). Furthermore, the ***IA7*** service will now omit Shantou. The revised rotations are:

- ***SH1*** - Ningbo, Shanghai, Xiamen, Port Kelang, Chittagong, Port Kelang, Tanjung Pelepas and back to Ningbo
- ***SH2*** - Ningbo, Shanghai, Kaohsiung, Tanjung Pelepas, Chittagong, Singapore, Qui Nhon, Da Nang, Hong Kong, Keelung and back to Ningbo
- ***SH3*** - Yokohama, Kobe, Qingdao, Shanghai, Nansha, Tanjung Pelepas, Port Kelang, Chittagong, Tanjung Pelepas, Ho Chi Minh, Shenzhen (Yantian) and back to Yokohama
- ***IA7***- Hong Kong, Shenzhen (Yantian), Nansha, Tanjung Pelepas, Port Kelang, Chittagong, Tanjung Pelepas, Nansha and back to Hong Kong

Intra-Europe

- *MSC splits Iberia-NWC-Baltic service*

MSC has split the ***Baltic NWC to Spain and Portugal*** service into two separate loops, the 2x 3,000 TEU Antwerp-Baltic leg, marketed as ***Baltic Loop 12,*** and a shortened Baltic NWC to Spain and Portugal. The new situation is:

- ***Baltic NWC to Spain and Portugal*** - Antwerp, Le Havre, Bilbao, Gijon, Sines, Vigo, Gijon, Bilbao, Felixstowe and back to Antwerp
- ***Baltic Loop 12*** - Antwerp, St. Petersburg, Klaipeda and back to Antwerp

- *ONE adds Dunkirk to SBX*

Effective early August, ***ONE*** will add Dunkirk to its intra-North European Scandinavia Baltic Express (***SBX***). Also, a second (southbound) call at Gdynia was recently removed. The new route will be: Antwerp, Dunkirk, Rotterdam, Gdynia, Rauma, Gavle and back to Antwerp.

- *CoscoSL launches Spain Morocco Service*

Via its subsidiary ***Diamond Line***, CoscoSL has added the new Spain-Morocco Service (***SMS***). It is provided by a single 900 TEU shuttling between Valencia and Casablanca.

- *CMA CGM revises TMX2*

CMA CGM has dropped Aliaga and La Spezia from its intra-Mediterranean Turkey Med Express (***TMX2***) and taken out one of the five ships. The new rotation, now provided by four vessels of 1,800 TEU, reads: Gemlik, Izmit, Istanbul (Ambarli), Malta, Genoa, Marseilles, Livorno, Naples, Salerno, Malta and back to Gemlik.

- *Maersk replaces ONE on Adriatic service*

Maersk will replace ***ONE*** as a vessel provider on its Adriatic Service (***AD1***), which is operated jointly with ***Admiral Feeders*** and which the Danes will refer to as ***Adriatic Sea***. Consequently, the rotation will be revised, with Haifa and Ashdod replacing Aliaga and Piraeus. ONE will continue as a slot charterer, with limited coverage. The new rotations is: Koper, Venice, Ancona, Haifa*, Ashdod*, Damietta and back to Koper.
*Not covered by ONE

Intra-Far East/Australasia

- *MSC revises intra-Far East netwerk*

MSC will close the 4x 2,000 TEU ***Bayan Ko*** service, which links the Pearl River Delta with Vietnam and the Philippines, and realign its other intra-Far East loops, Alphaliner reports. The new itineraries, with approximately the same overall coverage, are:

- ***Saola*** - 4x 2,500 TEU - Shanghai, Ningbo, Hai Phong, Ho Chi Minh, Da Nang, Manila, Davao and back to Shanghai
- ***Firehorse*** - 4x 2,500 TEU - Shanghai, Ningbo, Shenzhen (Shekou), Singapore, Surabaya, Semarang, Singapore and back to Shanghai
- ***Pertiwi*** - 4x 4,500 TEU - Dalian, Tianjin, Qingdao, Shenzhen (Shekou), Singapore, Jakarta, Panjang, Jakarta, Singapore, Nansha, Hong Kong, Kaohsiung, Busan and back to Dalian
- ***Thai*** - 1x 2,800 TEU - Singapore, Leam Chabang and back to Singapore

- ***Bungaraya*** - Shanghai, Ningbo, Nansha, Port Kelang, Penang, Kuala Tanjung, Singapore and back to Shanghai
- ***Malacca Express*** - Singapore, Belawan and back to Singapore
- ***Sambar*** - 4x 4,500 TEU - Dalian, Inchon, Tianjin, Qingdao, Xiamen, Dong Nai, Laem Chabang, Singapore, Penang, Pasir Gudang, Tanjung Pelepas, Singapore, Dong Nai, Busan and back to Dalian

- *Maersk adds Iloilo to PH6, restarts PH1*

Maersk will add Iloilo to its North East Aisa ***PH6*** service, and also restart the suspended ***PH1*** with a slightly revised rotation (DL 12/26). Their new itineraries are:

- ***PH1*** - Busan, Tianjin, Qingdao, Xiamen, Manila, Nansha, Hong Kong and back to Busan
- ***PH6*** - Shenzhen (Yantian), Hong Kong, Batangas, Cagayan de Oro, Cebu, Iloilo, and back to Shenzhen

- *ONE adds Shimizu and Ho Chi Minh to JID*

ONE has extended the Japan-Indonesia (***JID***) service to Shimizu and Ho Chi Minh (Cai Mep) and allocated an extra ship. The five vessels of around 4,500 TEU will now sail between: Kobe, Tokyo, Yokohama, Shimizu, Yokkaichi, Nagoya, Singapore, Jakarta, Singapore, Ho Chi Minh (Cai Mep) and back to Kobe.

- *Gold Star Lines adds China-Cambodia/Thailand link*

Via slots from ***Maersk***'s intra-Far East ***IA98*** service, ***Gold Star Line*** has added a new connection between Shenzhen, Cambodia and Thailand, which it will market as ***CKV***. It is provided by three ships of around 2,000 TEU, circulating between: Shenzhen (Yantian & Shekou), Laem Chabang, Sihanoukville and back to Shenzhen.

- *CNC Line revises KCM2*

CMA CGM-subsidiary ***CNC Line*** has removed Shantou and a second call at Busan from its Korea-China-Malaysia (***KCM2***) service. Xiamen has been added instead. Consequently, the number of ships was reduced by one to six units of around 4,250 TEU. The revised port order is: Tianjin, Busan, Qingdao, Ningbo, Shanghai, Shenzhen (Shekou), Port Kelang, Penang, Port Kelang, Singapore, Nansha, Xiamen, Qingdao and back to Tianjin.

Intra-Americas

- *Hapag-Lloyd adds intra-WCCA connection*

To replace its cancelled arrangement with ***Baja Ferries*** (DL 23/26) between Lazaro Cardenas, Acajutla and Corinto, ***Hapag-Lloyd*** will take slots on the ***Maya3***/***MCX2*** service of ***CMA CGM*** and ***X-Press Feeders***. The agreement is limited to the Lazaro Cardenas-Acajutla stretch.

- *Hapag Lloyd obtains slots on Maersk's NAE*

Hapag-Lloyd will charter slots on ***Maersk***'s North Atlantic Express (***NAE***), which links the US East Coast with ports in Central and the North Coast of South America. Initially, the German carrier will have the disposal of 100 TEU, to be raised to 200 TEU in October. The itinerary of NAE is: Philadelphia, Norfolk, Savannah, Cartagena, Puerto Antioquia, Colon, Moin and back to Philadelphia.

Tariff and Trade Statistics

- *Far East trade volumes 1Q 2026*

According to provisional figures from Container Trades Statistics (CTS), ***containerised trade to, from and within the Far East*** rose by 7.1% in the first three months of 2026 to 34.3 million TEU. Exports increased by 8.8% to 17.1 million TEU, whilst imports went up by 6.9% to 11.9 million TEU. Intra-Far East trade was only 2.4% higher, at 5.32 million TEU.

Ex/Imports	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
Exports	50%	8.8%	17,108,500	15,718,000	14,444,600
Imports	16%	2.4%	5,322,300	5,197,500	5,421,000
Intra-Far East	35%	6.9%	11,904,200	11,140,100	10,656,500
Total	**100%**	**7.1%**	**34,335,000**	**32,055,600**	**30,522,100**

The Far East's ***export container trades*** added 1.39 million TEU, with exports to all regions growing substantially, with the exception of North America, which lost 2.2%. In contrast, the sub-Saharah Africa trade increased by almost one third.

Exports to	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
Europe	30%	15.0%	5,175,900	4,500,800	4,124,000
North America	33%	-2.2%	5,633,100	5,762,000	5,374,900
Australasia	5%	16.8%	800,000	685,100	681,800
Middle East/ISC	16%	7.4%	2,706,500	2,519,100	2,278,300
Sub-Saharan Africa	8%	32.9%	1,283,400	965,500	857,100
Latin America	9%	17.4%	1,509,600	1,285,500	1,128,500
Total Exports	**100%**	**8.8%**	**17,108,500**	**15,718,000**	**14,444,600**

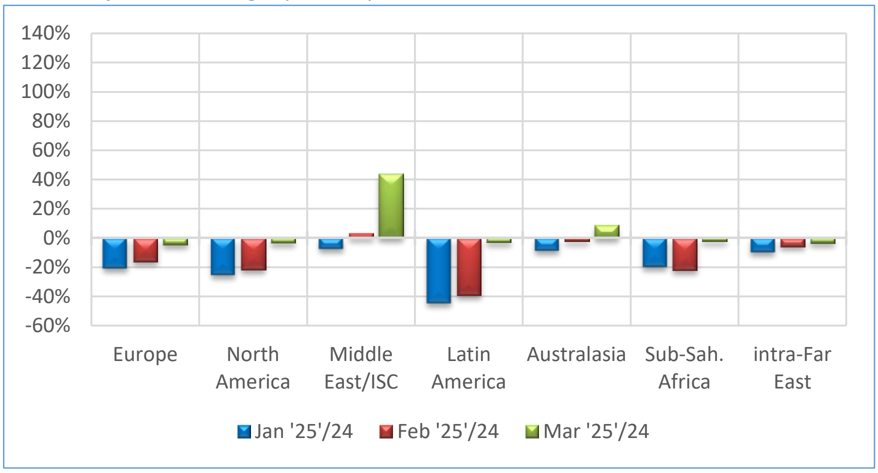
Containerised imports to the Far East were 124,000 TEU bigger. Here, there was a 3.3% reduction of imports from Europe, whilst those from the Middle east/Indian Subcontinent were almost unchanged. Also here, sub-Saharan Africa was the strongest grower.

Imports from	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
Europe	28%	-3.3%	1,467,900	1,517,600	1,601,800
North America	30%	1.7%	1,578,800	1,551,700	1,683,000
Australasia	9%	4.0%	480,700	462,200	439,900
Middle East/ISC	16%	-0.2%	830,900	832,200	763,800
Sub-Saharan Africa	7%	21.8%	375,900	308,500	357,600
Latin America	11%	12.0%	588,100	525,300	574,900
Total imports	**100%**	**2.4%**	**5,322,300**	**5,197,500**	**5,421,000**

- *Far East freight rate developments*

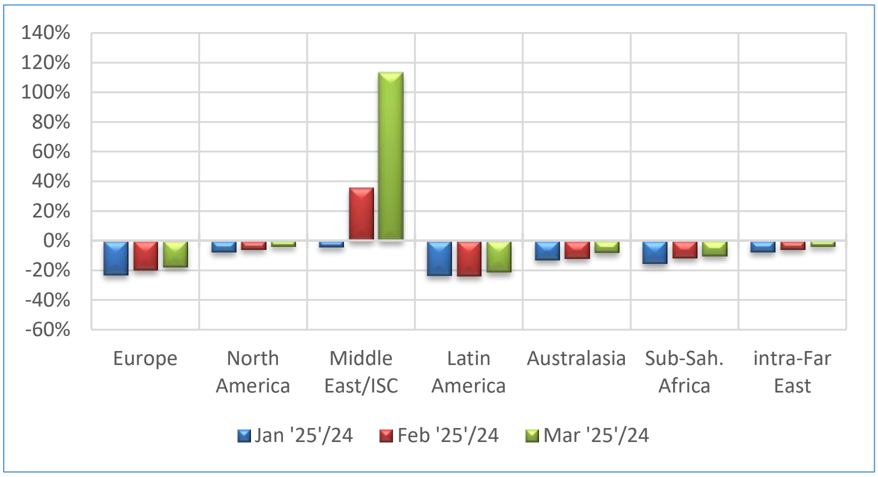
CTS's ***all-in rate levels from the Far East to rest of the world*** for January-March were generally lower than in the same months a year earlier. The prominent exception is the Middle East/Indian Subcontinent, where the Iran war led to a large peak.

*Far East **export** rate changes year-on-year*



In opposite direction, the situation for ***all-in rate levels from the rest of the world to the Far East*** was even more pronounced. There are reductions across the board, with the exception of the Middle East/Indian Subcontinent, were tariffs more than doubled.

*Far East **import** rate changes year-on-year*



COMPANIES

Mergers and Takeovers

- *MSC reportedly interested in share of Hapag-Lloyd*

German business publication Manager Magazin has claimed that ***MSC*** is interested in taking a shareholding in its competitor ***Hapag-Lloyd***, something which the Swiss carrier strongly denies. At first glance, any move MSC might make on Hapag-Lloyd, however unlikely that may seem, would follow its recent pattern of taking active shareholding participations in ***Log-In Logística***, ***Messina*** and, most recently, ***Sinokor***, although the latter is still pending. However, the mechanisms and motivations behind each of those moves differ, as would the leap in container-shipping scale that any entrance into Hapag-Lloyd would represent. In short, it would mark a distinct change of direction.

There would also be significant challenges to any such move. Not least among them is the fact that only 3 to 4% of ***Hapag-Lloyd*** is in free float, with the remainder held by shareholders that, until now, have been formally or informally locked in. There is also the deep historical association between Hapag-Lloyd, Hamburg and the wider German shipping scene, with a direct line reaching back to the nineteenth century. Furthermore, the current shareholding structure evolved out of the ***Albert Ballin Consortium*** of German investors, which took a majority stake in the then-struggling Hapag-Lloyd in 2009 precisely to ensure that it remained firmly rooted in Germany and Hamburg's maritime sector.

…Looks more like a fairy tale than a true story.…
-An unnamed observer close to Hapag-Lloyd, cited by Seatrade Maritime-

Although some of ***Hapag-Lloyd***'s major shareholders are now non-German, that was part of the price of Hapag-Lloyd taking over their liner operations. In that respect, they are not competitors, but rather investors fully committed to Hapag-Lloyd's success. ***MSC***, by contrast, would continue to operate independently. Hapag-Lloyd's agreed takeover of most of ***ZIM*** would also need to be added to the mix, as would the question of how an MSC entrance might affect the ***Gemini***

Cooperation, given that Hapag-Lloyd's partner, ***Maersk***, completed its divorce from its previous operational partner, MSC, barely 18 months ago.

- *UAL and Vertom announce cooperation*

Compatriots ***Universal Africa Lines*** (UAL) and ***Vertom*** of the Netherlands have announced plans to enter into a strategic combination. Both companies will, however, continue operating under their own names and retain their individual identities, at least for now.

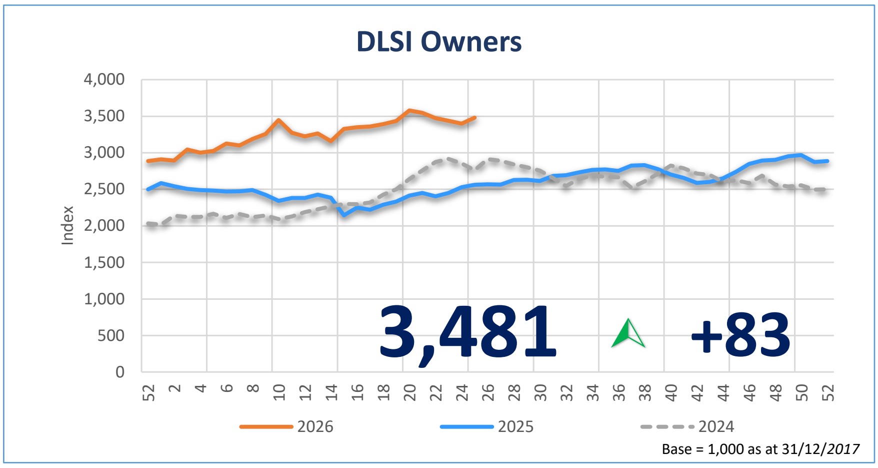
UAL is a multipurpose liner operator specialising in breakbulk, project cargo and oil and gas logistics, while also offering container services between Europe, Africa, the Americas and the Caribbean. ***Vertom*** is active in short-sea shipping, with services covering dry cargo, chartering, port agency, forwarding, tanker chartering, liner activities and broader maritime logistics, supported by a fleet of more than 80 vessels.

The DynaLiners Shares Index

- *DynaLiners Shares Index – Underlying movements*

This week, the ***DynaLiners Shares Index*** again saw lots of underlying movement, but little change in the overall figure. This week it added just 11 points, thereby cancelling out the previous week's change, to finish on 2,480. Two of the sector indices showed considered points and/or percentage movement, with ***DLSI Owners*** adding the most on both counts at +83 and +2.4% respectively.

Individually, the force was with the gains which numbered seventy-one as opposed to forty-three falls, all leading to an average change of +0.6%. China's ***Beibu Gulf Port***'s shares contracted at the fastest rate of 21% with ***Wharf Holdings*** (majority owner of ***Modern Terminals*** Hong Kong and ***Da Chan Bay Terminal***) down by 16%. Chinese companies also featured at the very top of the table with ***China Merchants Energy Shipping*** (owner of ***Sinotrans***) up by 14% and shipowner ***LC Logistics*** up by 34%.



Total share price movements week 25			Top movers		
71	▲	Up	LC Logistics	▲	34%
43	▼	Down	China Merchants Energy Shipping	▲	14%
14	▬	Unchanged	Wharf Holdings	▼	-16%
0.6%	▲	Average change	Beibu Gulf Port	▼	-21%

PORTS, TERMINALS & ARTERIES

Ports/Terminals Worldwide

- *Container Port Performance Index 2026*

According to the ***Container Port Performance Index*** (CPPI) of the World Bank and S&P Global Market Intelligence, last year, ***Fuzhou*** stood at the top as the world's best performing port. Including ***Hong Kong***, six Chinese ports stood in the top 10 of the ranking, with three more in the top 11-20. The highest ranked non-Chinese ports were the hubs of ***Salalah*** and ***Tangier***. With two ports in the top-20 (***Hai Phong and Cai Mep***) Vietnam also scored well.

At the other end of the table, Nine African ports were in the bottom-20. Four were located in Latin America, whilst the others were distributed over the world. This year only one US port, ***Tacoma***, was amongst the least performing twenty ports, a situation that has been totally different in the past.

Rank	Port (top 20)		Rank	Port (bottom 20)
1	Fuzhou		381	Abidjan
2	Dalian		382	Trieste
3	Salalah		383	Iquique
3	Shenzhen (Mawan)		384	Tacoma
5	Shenzhen (Chiwan)		385	Bilbao
6	Tangier		386	La Spezia
7	Ningbo		387	Qinzhou
8	Hamad		388	Bejaia
8	Hong Kong		389	Buenos Aires
10	Kobe		390	Luanda
11	Cai Mep		391	Pointe-Noire
12	Algeciras		392	Genova
13	Haiphong		393	Acajutla
13	Xiamen		394	Suape
15	Port Said		395	Kribi
16	Tianjin		396	Mombasa
16	Kaohsiung		397	Rijeka
18	Tanjung Pelepas		398	Durban
19	Khalifa Bin Salman Port		399	Conakry
20	Posorja		400	Cape Town

Note: The main component of the CPPI is port hours per port call. However, to account for significant differences in ship calls determined by: (1) greater or lesser workloads; and (2) smaller or larger capacity of ships, calls are analysed in ten narrow call size groups and five ship size groups that generally reflect the types of ships deployed on specific trades and service.

Europe

- *Authorities approve Termina San Giorgo takeover*

After three years, Italy's competition authority, ***AGCM***, has approved ***Ignazio Messina***'s acquisition of ***Terminal San Giorgio*** (TSG)**,** the Ro/Ro terminal in the port of Genoa, subject to strict conditions (DL 27/23). The main obstacle was that ***MSC***, through ***Marinvest***, owns 49% of ***Ignazio Messina*** and, until now, held joint-control rights under a shareholder agreement. AGCM now requires MSC to be removed from Messina's decision-making process, while Terminal San Giorgio's legal structure must be changed from a limited-liability company to a joint-stock company.

Americas

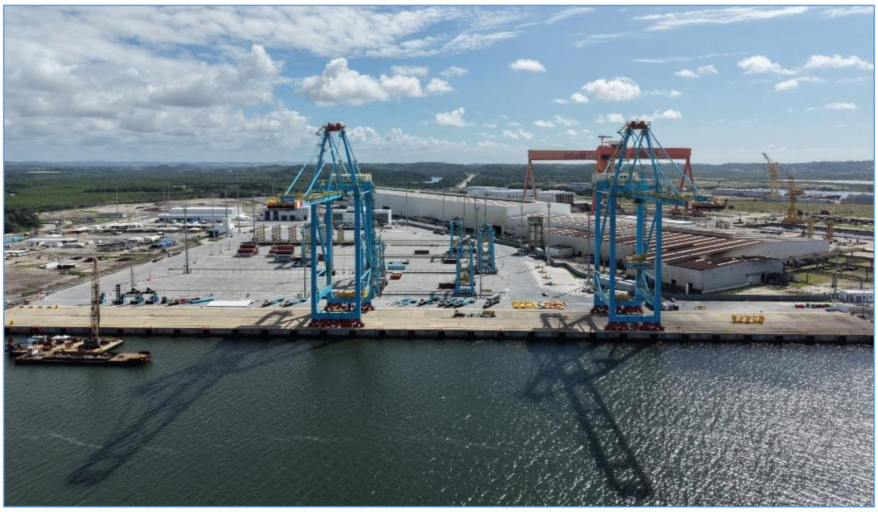
- *DP World negotiating new terminal in Corpus Christi*

DP World has entered exclusive talks with the ***Port of Corpus Christi*** for a concession to develop and operate a container terminal. The Texas Gulf Coast port is currently best known for energy and bulk exports and does not handle containers. If the project materialises, it would mark the return of the Dubai-based stevedore to the US container-terminal market, which it was forced to leave 20 years ago after being required to sell the facilities it had acquired through its takeover of ***P&O*** Ports.

- *APMT inaugurates terminal in Suape*

APM Terminals has inaugurated its new USD 350 million container terminal in ***Suape***. This fully-electrified facility, covering an area of 49.5 ha and stretching alone a quay line of 430 metres at a maximum draught of 15.5 metres, offers a handling capacity of 400,000 TEU. It is equipped with two StS gantry cranes (25 boxes outreach) and seven RTGs.

Suape Container Terminal



Ships & Containers

Construction & Design

- *Chinese owner orders two ships of 6,100 TEU*

Shishi Yongyi Shipping of China has signed an agreement with ***Taizhou Jianxing Heavy Industry*** for the construction of two 6,100 TEU containerships. The vessels will cost around USD 89 million each.

- *Euroseas declares options*

Non-operating owner **Euroseas** has declared options on an order for two ships of 1,800 TEU ships placed in May with ***Nantong CIMC Sinopacific Offshore & Engineering***. The two extra vessels, costing USD 32.3 million each, will be delivered in December 2028 and March 2029.

- *Dubai-based owner contracts vessel of 930 TEU*

Dubai-based shipowner ***Emarat Maritime*** is entering the container sector and has ordered up to six 930 TEU vessels, of which three are options, from ***Guangji Xinneng Shipbuilding***. The confirmed orders will be completed in 2028.

- *Box ship order completed after 20 years.*

The first of two containerships ordered in 2005, the 900 TEU feeder *Behram Box* has finally entered service with ***Unifeeder*** after an exceptional delay, They were originally ordered at Turkey's ***Um Shipyard*** before the 2008 financial crisis and left inactive for years before completion in 2026. The second vessel, *Numan Box*, is expected later this year.

- *Chinese owner converts bulker in to containership*

The Chinese-flagged *Guang Qi De Er Ta*, formerly the 2012-built Kamsarmax bulker *Chang Xin 66*, has been converted at ***Zhoushan Xinya Shipyard*** into a 3,600 teu cellular containership. The six-month project is claimed to be the largest bulk-carrier-to-containership conversion completed to date, involving major hull modifications, cargo-hold redesign and the installation of container-lashing systems.

The converted Guang Qi De Er

- *Eitzen orders two fully-electric box ships*

Norway's ***Eitzen Group*** has ordered two fully electric 900 TEU containerships from ***Zhejiang Dongpeng***. The vessels will be operated by its subsidiary ***Zen*** on a planned green corridor linking Hamburg, Gothenburg and Oslo. They will be fitted with battery packs of more than 100 MWh and are expected to have a range of 500 to 600 nautical miles.

Eitzen fully-electric containerships

FACTS & FIGURES

Indicative bunker market prices

Type/ Port	HFO/380 Cst USD/ton	VLSFO USD/ton	MGO USD/ton
Rotterdam	495	594	898
Singapore	476	646	923
Houston	521	620	922
Long Beach	553	719	1085
Hong Kong	501	655	895
Santos	-	689	1036
Historical Rotterdam Prices			
11-June-26	588	670	1049
19-June-25	485	524	719

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	77.96	77.60	77.21

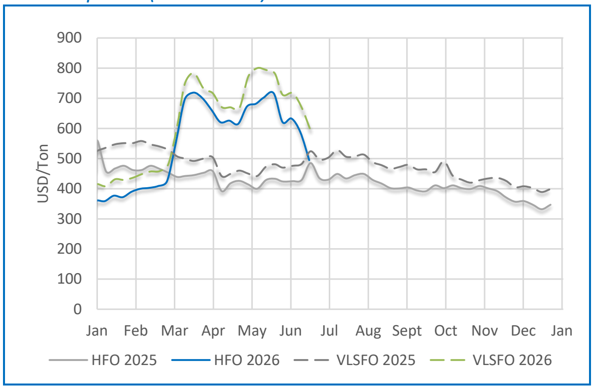
Freight indices

Index	Week 24/26	Week 23/26	Week 24/25
CCFI	1.599,07	1.411,60	1.243,05
SCFI	3.121,69	2.726,48	2.088,24
WCI	3.549,00	3.433,00	3.543,00

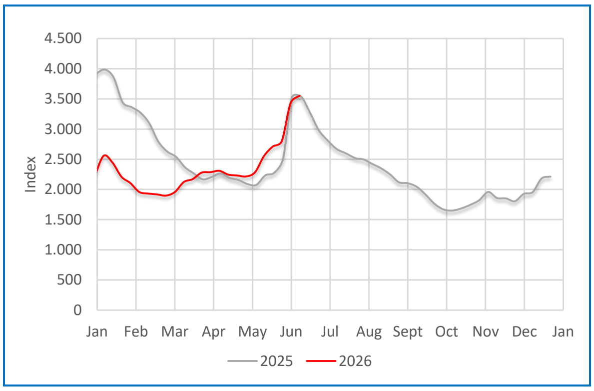
Charter indices

Index	Week 24/26	Week 23/26	Week 24/25
BOXi	276,28	276,28	268,01
ConTex	1.542	1.539	1.511
HARPEX	2.324	2.322	2.158
Howe Robinson	2.650	588	2.455

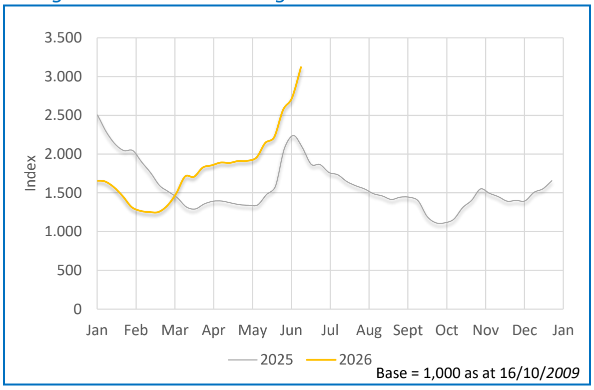
Bunker prices (Rotterdam)



World Container Index

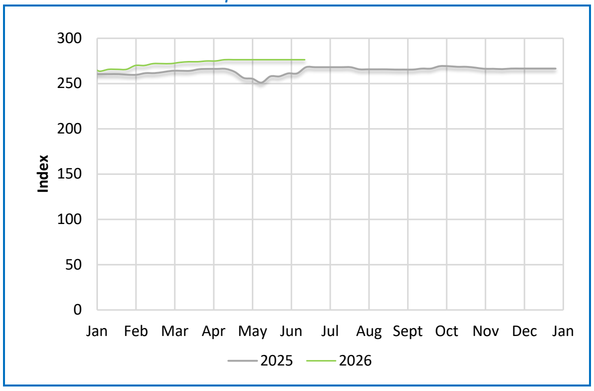


Shanghai Containerised Freight Index



Base = 1,000 as at 16/10/2009

BOXi - Braemar Seascope



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