

NEWSLETTER

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CSAV in talks with MSC, CMA CGM

Chilean shipping company CSAV said it is negotiating with Mediterranean Shipping Co. and CMA CGM about joint operating agreements or consortia in some services.



It said services being discussed include routes between Asia and Africa, Brazil and the Mediterranean, the Pacific Coast of South America and North Europe, and the East Coast of South America and the Middle East. CSAV said the discussions are in line with a strategy outlined by its board and management increase profitability, reduce volatility of results and exposure of the company.

Maersk Line orders a second batch of 10 x 18,000 teu ships

Maersk Line announced that it has exercised an option for a second batch of ten 18,000 teu containerships of 18,000 teu to be built by Korea's DSME shipyard. These ten additional will be delivered in 2014-15. They add to the 10 ships ordered in February, for delivery in 2013-14 (See related news). A second option for another batch of 10 ships could bring the tally to 30 ships. The deadline for exercising this last option for an additional 10 vessels is end of December 2011.

At this point Maersk Line does not intend to exercise the option. However, Maersk Line will reserve its right to hold off on any final decision until the deadline. Each ship is priced at USD 185-190 M, varying with the WON/USD parity rate.



These 20 new ULCS (firmly ordered) will allow to maintain two super-size Asia-Europe loops offering a weekly capacity of 36,000 teu, or 1.8 Mteu on an annual basis (Maersk Line offers currently a weekly capacity of 83,000 teu, representing roughly 20.5% of the capacity deployed on the Far East-Europe route, according to Alphaliner figures).

Maersk Line expects demand on the Asia to Europe trade to increase 5-8% per year during 2011-2015. These ships will allow Maersk Line to meet the increasing demand as well as to maintain its market share.

MOL charters ultra large containerships

Mitsui O.S.K. Lines President: Koichi Muto announced the Japanese shipping group would order two 8,600-TEU containerships from Mitsubishi Heavy Industries, Ltd., with delivery slated for 2013, along with agreeing to a three-year charter for five 14,000-TEU mega-ships with Singapore's Neptune Orient Lines.

MOL said in a statement that the new ships on order are scheduled for delivery in 2013 and would join an existing fleet of 8,100-TEU vessels on rotation in the Asia-Europe trade.

The chartered ships are due for delivery to NOL, parent to APL, between 2013-2014, and will also serve in the Asia-Europe trade where MOL is a partner in The New World Alliance. "Expansion of the fleet will secure needed capacity on the East-West route, and allow us to provide high-quality, competitive services," said Muto.



Yangming to use slots on China Shipping AEX7 service

The Taiwanese shipping company Yang Ming together with "K" Line will use slots on the AEX7 service of China Shipping AEX7 between the Far East and Northern Europe.



In this region Yangming and 'K' Line operate together with Hanjin Shipping and Cosco under the CKYH Green Alliance. This quartet assures five weekly services on this route. Yangming uses these slots in order to be able to call directly at Le Have. Cosco and Hanjin do not need to buy an additional service, because they can call Le Have via an existing charter service AEC2 with United Arab Shipping Co.

With Yangming and "K" Line's AEX7 allocation, there are now already six companies using this loop. The other four companies are China Shipping, CMA CGM, Evergreen and UASC. The fleet offers 9 units with a capacity between 9580 and 14074 teu.

IRISL poised to sue Brussels for sanctions damages

Iran's largest container company IRISL plans to continue its legal battle with the Council of the European Union by suing it for damages over sanctions, according to the legal counsel representing the Iranian line in the European Union. Maryam Taher, the legal counsel of Islamic Republic of Iran Shipping Lines (IRISL) in an interview with Lloyd's List, rejected the indictments against the company and said IRISL poised to sue Brussels for sanctions damages.

"IRISL was hit with financial sanctions by the EU illegal sanctions," Taher added. "We are sure that the European Union has no evidence showing that IRISL is involved in Iran's nuclear program as EU and U.S. officials have claimed", she noted. Last month the EU targeted over 30 IRISL holding companies as part of a wider sanctions campaign led by Western states aimed mostly at forcing Tehran to curb its civil nuclear energy program.



Sanctions have caused several IRISL vessels to be temporarily seized in foreign ports. The latest clampdown, on its affiliates overseas, pushed a major British shipping agency that used to represent IRISL, Johnson Stevens Agencies Ltd, into administration.

Previously, Mohammad Hossein Dajmar, IRISL's managing director announced, "Since the cancellation of P&I insurance coverage on the company's vessels by European and British insurers with the intention of grounding the company's fleet nationally and internationally failed, the European Union, in an unjust move, put on its sanctions list some of the companies that had commercial cooperation with the IRISL," "No proof of wrongdoing shows political nature of sanctions", he further said.

"This is in the face of the fact that the EU has not presented any proof or document signifying any wrongdoing by the IRISL for intensification of the sanctions.

This goes to indicate the sheer political nature of the recent sanctions." "We are currently pursuing the EU sanctions issue through the European Court of Justice and if the case follows a normal course, the outcome may very well surprise the sanctioning parties," Dajmar said. Dajmar rejected accusations by EU and US authorities that IRISL might be involved in illegal arms shipments.

