



APL changing it's plans for their ULCS

APL's 10.070 teu large "APL Chongqing" will make his maiden trip for their South China Express Service (SCX) between Far East and Northern Europe. The new ship is the largest one in the service of the New World Alliance which is operated by the Singaporean ship-owner in cooperation with MOL and Hyundai Merchant Marine. Originally it was foreseen the vessel would operate in the AEX service but APL decided at the last minute to change their view and apply some operational changes in their schedules.

Hyundai's fleet in the AEX service of the New World Alliance is consisting of vessels with capacities of 8.900 teu. In this respect the 'Hyundai Bengal' will be replaced by the "APL Chongqing". The Hyundai vessel having only 6.900 teu slots was introduced to the service in order to maintain the frequency through the application of slow steaming a couple of years ago. Also the sister vessel "APL Kwangyang" will be operated in the SCX loops in future.



For this service APL and MOL will be operating together ten vessels with capacities between 8.110 and 8.500 teu. The "APL Chongqing" will be replacing the "MOL Creation" having only a capacity of 8.110 teu, which on his turn will be replacing the smaller "Hyundai Bengal" in the AEX service. The new ship was ordered in June 2007 with Hyundai Heavy Industries. De delivery of the new built was delayed with one year due to the economical crisis in 2009. Meantime APL decided to install different engines thus reducing the operational speed from 26 knots to 24 knots.



APL has another six units of 10.700 teu under construction with the Korean ship yard Daewoo. As a result next year all vessels of the SCX loop will be replaced by larger ships. At present the New World Alliance is maintaining four own services between the Far East and Northern Europe. Beside the SCX loop and the AEX loop, there are two more, the JEX and CEX loop who are operated by smaller vessels.

MOL is bringing ten vessels of each 6.724 teu in the JEX loop to Japan while APL is supplying vessels of 6.350 teu into the Central China Express (CEX).

New World record set by Shanghai port

Chinese port Shanghai will achieve a new world record of container handlings this year. Shanghai will be the first port in history who will handle more then 30 million teu in one years time frame. It is estimated that the yearly total of the port will end at approx 31.5 million teu according to the newspaper 'Shanghai Daily'.



The spectacular growth of Shanghai port is underlined if we look back in history towards December 2001 when Chinese newspapers were reporting that the port reached a milestone in history by achieving the handling of 6 million teu within one years time frame ... at the same time Shanghai's port director stated that it was the goal to handle 15 million teu by 2010 ... his ambitions proved to be true. Last year Shanghai surpassed Singapore as world's number one port by handling 29 million teu.

CMA CGM operating 28 vessels in the Far East loops

In contradiction with an earlier statement of their partners MSC, CMA CGM will operate two out of four mutual services between the Far East and Europe. De French carrier will be continuing their FAL1 and FAL3 services, however with larger tonnage. MSC will be commercialising the same service under the name of "Condor Service" and "Swan Service". As a result CMA CGM will be employing 28 container ships with capacities of 9.500 till 14.000 teu between the Far East and Europe as from April next year.



The FAL1 loop will be secured by eleven vessels of each 14.000 teu, whereof 5 units of 13.830 teu which today are still employed by CMA CGM in a joint service with Maersk Line. This service called FAL5 will be stopped during Q1 2012. Maersk is operating the loop under the name of AE8. In the trade between Far East and the Mediterranean, CMA CGM will continue to cooperate with the Danish #1.

Nevertheless MSC and CMA CGM will start up a new joint service with nine vessels of 9.500 teu on the same trade lane. Whereof five of CMA CGM and four of MSC, According to a statement of both carriers, the new FAL9 loop, or Jade Service of MSC, will be part of their network between Asia and Europe. Most probably the FAL9 will be used for the volumes which today are shipped in transshipment via South European gateway hubs. Ports of call will be Gioia Tauro, Malta and Tangier.

Meantime CMA CGM has also announced the FAL2 loop will remain in operation and unchanged. This service in cooperation with China Shipping, Evergreen and UASC is not considered in the agreement with MSC. The French carrier is only operating one ulcs vessel of 12.552 teu in this loop and thus their allocations is restricted.



MOL 1st to have certificate for reducing CO2 reduction

Japanese carrier MOL is the first one to obtain the SEEMP certificate. SEEMP is meaning "Ship Energy Efficiency Management Plan" and is one of two standards the IMO has voted focussing on CO2 emission reduction. Under pressure of the international community, the IMO has taken initiatives to reduce CO2 emissions within the near future.



Last summer they succeeded to implement two standards as from 2013 which will force carriers to take the challenge against gas emissions. The standards are named "The Energy Efficiency Design Index" (EEDI) for new vessels and the "Ship Energy Efficiency Management Plan" (SEEMP) for existing ships. The American Bureau of Shipping (ABS) awarded MOL as first carrier with an SEEMP certificate for their fleet.

The Japanese operator had already worked out plans for the emission reduction prior to the approval of the new IMO standards. Their target was to reduce CO2 emissions with 10% between 2009 and 2015. For this purpose, MOL developed their own standards called "Energy Efficiency Operational Indicator".

NOL faces profit meltdown

According to monthly financial reports from NOL it has appeared that freight tariffs have not yet reached their bottom levels. Recently NOL faced a meltdown of 18 pct. income in only one months time. On a yearly basis the Singaporean container carrier saw their revenues going down from an average of us dollar 2.916 per feu to a level of us dollar 2.402 per feu, minus 18 pct.



As a consequence the losses of NOL are getting more important in spite of the fact the carrier is shipping larger volumes then before, mainly on the Intra Asia trade lanes. This year NOL transported via their daughter company APL in the period between January and October 2011 a total of 4.8 million teu, which is representing an increase of 8 pct. However the losses have increased for the same period to us dollar 158 million, whereof us dollar 81 million during Q3 2011.