



ULCS vessels for MSC

Swiss container carrier Mediterranean Shipping Company (MSC) will soon take receipt of its 14.000 teu capacity vessel, the MSC Savona. This vessel will be the 6th one in a series of 26 ULCS vessels with a capacity between 13.789 teu and 14.000 teu.

ULCS stand for Ultra Large Container Ship. The MSC Savona will serve MSC's "Silk Service" between North Europe and Asia which is has presently 11 vessels in the service.

The MSC Savona will replace the MSC Lisbon with only 9.200 teu. The latter is transferred to MSC's "Lions Service" between Europe and Asia.



Five additional ULCS vessels for Maersk Line

Maersk Line will charter five ships of the ULCS type with a capacity of 13.092 teu. The vessels will enter the Maersk Line service early 2011 and will be chartered for a period of 3 years. Over more the shipping line will take another 8 ships with the same capacity into service as from July 2010.



They will be operated between Asia and Europe. It is the first charter agreement for this type of vessels since the break out of the economical recession in September 2008.

Punctuality influenced by super slow steaming concept

Recent studies have revealed that the "super slow steaming" concept applied by the carriers during 2009 forced by the economical crisis and the energy costs, do not result in an improved punctuality of their services.

Although upon introducing super slow steaming the carriers were claiming the system would benefit timely departures and arrivals because of the additional time frame available to repair delayed schedules, recent studies have revealed that during the last quarter of 2009 only 53% of the sailings arrived on time. As a comparison, during the 2nd quarter of 2009 this was still 69% of the arrivals ...



The leading carriers not respecting their transit times are : China Shipping (37.2% on time), PIL (40%), Cosco (40.6%), K-Line (44.2%) and MSC (45.3%)

On the route between Far East and Europe the average number of vessels have increased from 9.8 per service from previously 8.1 per service. Due to this application of SSS the carriers have not only reduced their bunker costs, but moreover achieved a capacity reduction on this route only of 400.000 teu.

Nevertheless the operational results of super slow steaming towards timely departures are far from satisfactory for the industry.