

Maersk and CMA-CGM join forces in a new Far East Service

Both shipping lines have decided to start a new regular liner service to Far East in joint cooperation. The new operation will be called FAL5-service. Each partner will contribute with 5 new built container vessels with a capacity between 13.092 and 13.830 TEU.

Earlier this year, already 5 loops between Northern Europe and Far East had be re-opened or newly started. However the vessels capacity of these new services were rather moderate varying from 2.700 TEU up to a maximum of 6.750 TEU. The capacity increase of the new Maersk CMA-CGM service should therefore be considered as the most important over the last 12 months.

The implementation of the service will start very soon, before the summer peak season will take off. The first vessel starting the departures will be the "CMA-CGM Christophe Colomb" with 13.830 TEU who was delivered by the shipping yard last year. Four other CMA-CGM sister vessels will join immediately. Also Maersk will employ some of it's new buildings in the FAL5- service. The "Maersk Edinburgh" and the "Maersk Emden" with a 13.092 TEU capacity will join in July.



In Europe the rotation of the FAL5-service will be : Le Havre, Hamburg, Rotterdam and Zeebrugge in Northern Europe. In Asia the ports of call will be Port Kelang and Singapore, as transshipment ports after which the vessels will proceed to Ningbo, Shanghai and Yantian. On their return voyage all ships will have a stop in Tanjung Pelepas, Maersk transshipment hub, and in Port Kelang, CMA-CGM's transshipment hub.

Nuclear container vessels in future ??

Recently this revolutionary theory was launched by Mr. Hermann Klein of the Germanischer Lloyd. He believes that only drastic measures can reduce the emission caused by the shipping industry. The solution offered by nuclear container vessels would only require refuelling every 5 years ...

Hermann Klein was interviewed by Lloyd's List and tried to create a realistic image of this future. Offshore hubs would be required for loading and discharging vessels operations and thus the present concept of coastal maritime ports would change into a feeder operation. Klein is doubtful whether the present techniques applied by the shipping lines will meet the future legal rules and regulations which will be worked out towards 2020.



These rules will no doubt increase the pressure unto the maritime industry. Sixty percent of the present shipping fleet will still be operation in 2020 and only 30% of this fleet is equipped with new techniques. The super slow steaming concept presently applied will not be sufficient and also the use of alternative energy sources will not be successful enough to meet the future emission requirements.

Evergreen in joining FAL2 service

Evergreen will take over the allocation of CMA CGM by the end of June in the FAL2 service. In this existing service, Evergreen will actively participate to employ some of their container vessels. Also UASC has confirmed having a firm interest to join this service.



As you could read earlier in this newsletter, CMA CGM is joining Maersk in the FAL5 service. As a result the French container carrier has decided to reduce their active role in the FAL2 service in which they operated 4 vessels of 9.415 TEU.

China Shipping Container Lines (CSCL) is also service partner in FAL2 and had activated 4 vessels with a capacity of 9.580 TEU and one container vessel with a capacity of 8.500 TEU. The latter in order to compensate the service capacity after the introduction of the super slow steaming concept. The Chinese carrier is selling this service under another name called AEX7.

The FAL2/AEX7 service is connecting Le Havre, Hamburg, Rotterdam and Zeebrugge with Port Kelang, Ningbo, Shanghai, Yantian and Hong Kong. The new service with the participation of Evergreen and eventually UASC will start officially on June 29th from Ningbo. The partners are still considering whether a discharging port **in** United Kingdom will be included or not.

Both Evergreen en China Shipping have already been working together since June 2009 on this trade lane. Since the they are operating a joint regular liner service called CEM/AEX1. Since this service is having port calls at the same Chinese main ports as the FAL2/AEX7 service, they have decided not to call Zeebrugge any longer after July 25th. The "Ital Contessa" will be the last vessel calling the CHZ terminal.



Piracy - Shipping industry seeking support

A coalition of various sectors active in the maritime industry have joined forces in a global petition via the internet to create more awareness of the piracy problem with the authorities. Shippers and carriers are debating on how to improve the present measures against piracy.



The initiators are targeting to have support of 500.000 sympathizers towards the World Maritime Day on September 23th. The campaign is running under the name of "Piracy, enough is enough". Thirteen professional associations are looking to create more financial resources to take measures against the increasing threat, mainly from Somalia. More and more shipping lines are insisting to have armoured crew on board of their vessels.

The campaign is insisting on better and more efforts to release shipping crew taking as hostage in Somalia so they can return to their homes and families. Over the last 2 years, 1800 shipping crew staff was taken hostage. Various measures were discussed between ship owners, however none of the proposals presented during the Antwerp break bulk Fair were found sufficiently effective to be applied on short notice.