

## **Mitsubishi announces a low emission container vessel**

Japanese ship builder Mitsubishi Heavy Engineering has designed a ULCS vessel of 14.000 TEU which has 35% less CO2 emission the present vessels under operation.

Despite the fact that transport by sea is considered a very environmental friendly way of transport, the total emission of the merchant marine fleet is still huge. As a result both ship owners and ship builders are taking initiatives for an improved environmental type of ship in future.

Other Japanese carriers like MOL and NYK have already taken initiatives with new vessel developments using alternative energy sources such as LNG and solar energy. Now Mitsubishi has developed a classic container vessels who is announced to have a reduction of 35% CO2 emission.

The project name of the vessels type is 'MALS' and stands for Mitsubishi Air Lubricating System. The idea is coming from Mr. Yoshiaki Kodama. It is a simulation of a type of water bubbles carpet on which the vessel is sailing and has already been applied in practice before.



The first similar technical vessel was the heavy lift vessel "Yamatai" who became operational earlier this year. This technology will contribute for 10% of the emission reduction for the new MALS types. The other benefits of CO2 emission will reflect from a different ships construction and a recuperation of the motor heating.

Striking detail of this ship is the failure to have the classical chimney. As a result thereof, the on deck capacity of these vessels is increased. The overall length will be 366 mtrs and the width 48.80 mtrs. As such the total capacity will be 14.000 TEU.

## **Maersk Line – revising AE9 service**

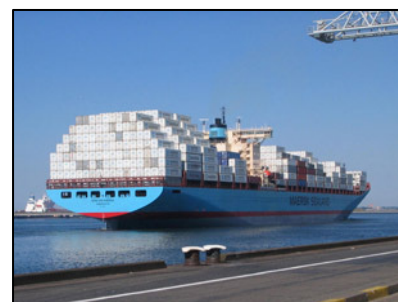
On November 12<sup>th</sup> we informed you about the cancelling of the Maersk Line AE9 service. (*see our previous newsletter*)

However only 4 weeks after this announcement, the Danish container carrier has decided to restart the service already next week. The service is operating between Northern Europe and Asia.

De reason for the stoppage was due to an expected drop in volumes during the winter months and the coming Chinese New Year, however this decision has been overruled. Some smaller operational aspects of the AE9 sailing schedule will be adapted. Cargo's for South East Asia will be transhipped via Tanjung Pelepas and also the Northern Chinese ports Xingang and Qingdao will be included in the sailing schedule.

The renewed activated AE9 service will be maintained with ten vessels. The ports of Singapore, Port Kelang and Laem Chabang have been cancelled in the schedule. It is expected that no further vessels tonnage will be taken out of service by Maersk Line or any other shipping line operating between Far East and Europe.

The freight level looks to be sufficient to compensate the loss of volumes of approx 10 to 15% during this period.



## **ZIM – Extending China services**

As from December, Zim the Israeli container line has decided to extend its services to China with additional port calls. Their EMEX service (East Med Express) will make an extra call at Qingdao resulting in 4 loops of ZIM Lines to China.

The new service rotation is scheduled as follows :

Qingdao, Busan, Shanghai, Ningbo, Da Chan Bay, Port Kelang, Colombo, Suez, Haifa, Ashdod, Kumport, Novorossiysk, Costanza, Kumport, Haifa, Suez, Nhava Sheva, Colombo, Port Kelang and Qingdao.

The existing AME service from Zim will make a new port call at Xiamen, the 3th China loop. The vessels rotations are changed as follows :

Shanghai, Da Chan Bay, Ho Chi Minh, Port Kelang, Nhava Sheva, Haifa, Ashdod, Felixstowe, Antwerp, Hamburg, Alexandria, Limassol, Haifa, Ashdod, Suez, Port Kelang, Xiamen and Shanghai.

Other Asian destinations are served via the Grand Alliance.



## **New Far East services**

Recently various carriers have announced to start new services. PIL and Wan Hai will start their mutual Sino Black Sea Service next week. The vessels will call Chinese ports, Singapore, Malaysia, Egypt and the Black Sea. Eight vessels with a capacity between 2500 till 3100 TEU will be operated. This new service is for both Shipping Lines a supplementary services to their existing Black Sea service which they operate with "K Line" and Yangming.

Together with Cosco and Hanjin, "K Line" and Yangming have planned a 6<sup>th</sup> service between Far East and Northern Europe. Depending on the market developments, the service is scheduled for starting next year April and is called the "NE6-loop".

Both Cosco and Hanjin have new built tonnage under construction which could be used for this service. Cosco is taking receipt next January and February of the 8.450 TEU vessels named "Cosco Vietnam" and "Cosco Pakistan". Hanjin has programmed to take 4 vessels in service of 9.954 TEU and 4 vessels of 8.586 TEU. Most probably also Vietnam will be taken into the vessels rotation of the new NE6-loop.



## **Hapag Lloyd for sale in 2011**

Both current shareholders of German container shipping line Hapag Lloyd, holding Albert Ballin and tourist operator TUI have announced that TUI will sell his 49.8% next year. Despite the fact rumours of going to the stock exchange had been denied by TUI not so long ago, same has now been confirmed. Nevertheless Hapag Lloyd has performed satisfactory during the first 9 months of 2010. The shipping line reported an ebitda of euro 744 million and could reduce its all over debts with euro 600 million.

This week both shareholders announced they have instructed Credit Suisse, Goldman Sachs and Greenhil to bring part of Hapag Lloyd to the stock exchange. At the same time TUI is still looking to find strategically investors. After various conflicts with TUI shareholder John Fredriksen, the group decided to sell its shares in Hapag Lloyd.



Although Albert Ballin has pre-emption rights it is very doubtful they will execute this right. As a result it is today impossible to predict Hapag Lloyds future shareholders structure. Furthermore it has been confirmed that both Mr. Michael Behrendt, Hapag Lloyds top manager has received a prolongation of his running contract with two years, while Mr. Ulrich Kranich has been confirmed as a member of the board till June 2013.