



New Publication!

West Africa Container Trades 2024

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DynaLiners Shares Index (DLSI)	Overall Index	Change (week-on-week)	Sector	Index	Change
Week 26 (25-Jun-24)	2,108	+34	Carriers	3,030	+55
			Ports	1,121	+9
			Owners	2,913	+151
			Boxes	1,442	-7

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TRADES

East-West Trades

- *MSC adds dedicated China-Mexico service*

After launching **Mexicas** in May (DL 18/22), **MSC** has now announced plans for a second dedicated Far East-Mexico service, dubbed **Dahlia**, starting in August and using ships of around 5,000 TEU. Their itineraries are:

- **Mexicas** - Qingdao, Ningbo, Shanghai, Busan, Manzanillo (Mex), Lazaro Cardenas and back to Qingdao
- **Dahlia** - Shenzhen (Shekou), Xiamen, Shanghai, Busan, Manzanillo (Mex), Lazaro Cardenas and back to Shenzhen

- *MSC combines Swan with Sentosa*

MSC will combine its North Europe-Far East **Swan** service with the Transpacific **Sentosa** service to form the **Swan-Sentosa** pendulum. It will be operated by twenty ships of 8,000-19,000 TEU, calling at: Qingdao, Ningbo, Shanghai, Shenzhen (Yantian), Tanjung Pelepas, Felixstowe, Antwerp, Hamburg, Gdansk, Gdynia, Klaipeda, Bremerhaven, Antwerp, Singapore, Laem Chabang, Ho Chi Minh (Cai Mep), Busan, Long Beach, Oakland, Busan and back to Qingdao.

- *ZIM will add second loop to ZEX*

ZIM will add a second loop to its ZIM E-Commerce Express China (**ZEX2**) service, which will connect Central China with Los Angeles deploying ships of 4,250 TEU. It will add to **ZEX**, on which Cai Lan will now be replaced by Ho Chi Minh. The new setup is:

- **ZEX** - Ho Chi Minh, Shenzhen (Yantian), Los Angeles and back to Ho Chi Minh
- **ZEX2** - Shanghai, Ningbo, Los Angeles and back to Shanghai

Europe Trades

- *Europe-WCSA trade analysis*

As of mid-2024, there were six services between **North Europe and the West Coast of South America**, the same number and composition as a year earlier. However, due to the deployment of smaller ships, average vessel capacity shrank from 5,900 TEU to 5,200 TEU. As a result, Annual Trade Capacity decreased by 11% to reach 722,500 TEU.

MSC stayed on top of the annual trade capacity ranking with 321,100 TEU from two services, ahead of a consortium of **CMA CGM**, **CoscoSL** and **Hapag-Lloyd**, with **Maersk** third. The other two services are provided by conventional reefer ship operators carrying containers on deck, **Seatrade** and **Baltic Reefers/Cool Carriers**. The latter operates a service between Ecuador and St. Petersburg.

Operator/Alliance Rank	Loops #	Ships (TEU)			Trade Cap* TEU
		#	Avg cap.	Total cap	
1 MSC	2	20	7,100	141,100	321,400
2 CMA CGM, CoscoSL, HL	1	10	10,600	106,000	296,900
3 Maersk	1	8	3,500	28,100	85,100
4 Baltic Reefers/Cool Carriers	1	9	300	3,100	12,500
5 Seatrade	1	7	300	2,100	6,600
Jun-24	6	54	5,200	280,400	722,500
Jun-23	6	48	5,900	282,400	807,200
Jun-22	6	48	5,300	254,000	742,100

*Annual trade capacity is adjusted for non-core ports and puts the homogeneous capacity at 70% of the nominal space

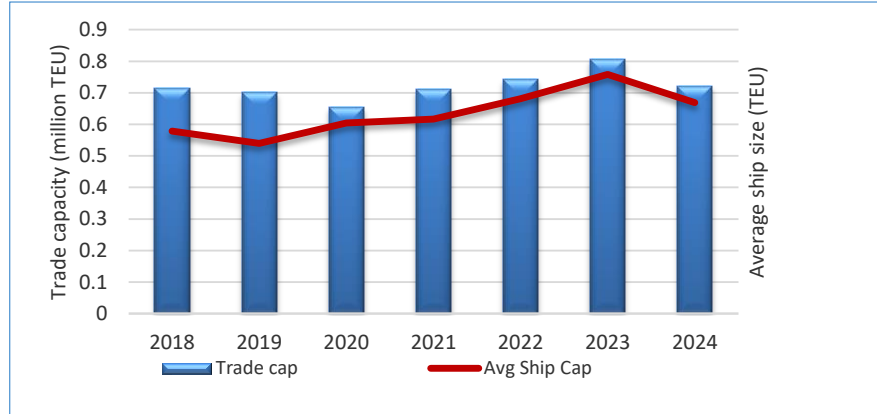
Operating alliances/individual lines in full:

1. MSC
2. CMA CGM, CoscoSL, Hapag-Lloyd

- 3. Maersk
 - 4. Baltic Reefers/Cool Carriers
 - 5. Seatrade
- Slot charterers have not been considered

In a historical context, with the smaller vessels and resultant contraction of annual trade capacity, the latter fell back for the first time since 2020. Even so, it was still in between the levels of 2021 and 2022.

7-year development of North Europe-West Coast South America trade capacity



In addition to North Europe, there are two services between the West Coast of South America and the Mediterranean. This is the same number as a year earlier. Overall Annual Trade Capacity stands at 202,400 TEU, compared to 212,100 TEU, despite a marginal growth in ship size. This contradiction is explained by the addition of intermediate wayports outside the trade and which also receive an allocation of annual trade capacity.

Operator/Alliance Rank	Loops #	Ships (TEU)			Trade Cap* TEU
		#	Avg cap.	Total cap	
1 Maersk	1	9	4,500	40,500	138,600
2 Hapag-Lloyd	1	8	2,700	21,800	63,800
Jun-24	2	17	3,700	62,300	202,400
Jun-23	2	17	3,600	61,500	212,100
Jun-22	2	16	3,600	58,300	186,700

*Annual trade capacity is adjusted for non-core ports and puts the homogeneous capacity at 70% of the nominal space

Over the last three years, changes in North Europe-West Coast South America average vessel and trade capacity have been small.

3-year development of North Europe-West Coast South America trade capacity



Far East Trades

- *MSC restarts Shikra...* As **MSC** will combine the Transpacific **Sentosa** and Europe-Far East **Swan**, the latter will be disconnected from the Far East-West India **Shikra**. This will now continue as an independent operation calling: Qingdao, Shanghai, Ningbo, Shenzhen (Shekou), Singapore, Colombo, Mundra, Karachi, Colombo, Singapore and back to Shanghai.
- *...and adds Osprey* Additionally, **MSC** will initiate a service between China and East India, named **Osprey**. It will be operated by five ships of around 2,500 TEU, circulating between: Shanghai, Ningbo, Colombo, Ennore, Visakhapatnam and back to Shanghai.
- *MSC extends Bengal service to China* **MSC** will extend its Straits-Bangladesh **Bengal** service to China and increase the fleet to four ships of 1,800 TEU operating on a weekly schedule. Its new port order is: Qingdao, Ningbo, Shanghai, Chittagong, Singapore, Tanjung Pelepas and back to Qingdao.
- *Maersk launches Far East-Chittagong connections* **Maersk** will commence a new connection between the Far East and Chittagong, coded **SH3**. It is operated by four ships of between 2,300 and 2,800 TEU, calling at: Shanghai, Xiamen, Kaohsiung, Guangzhou (Nansha), Tanjung Pelepas, Chittagong, Tanjung Pelepas and back to Shanghai.

Other North-South Trades

- *MSC changes East Africa Express* **MSC** has removed Ngqura and Dar es Salaam from its (Middle East/Indian Subcontinent-) East Africa Express (**EAF**) and replaced them by Khalifa and Sohar, Alphaliner reports. The fleet will then be reduced by one unit to nine ships of around 4,250 TEU. Additionally, the Swiss carrier will launch the **Mozambique Shuttle**, which will provide a connection to Ngqura via transshipment, using two ships of 2,700 TEU. The new and revised itineraries are:

 - **EAF** - Khalifa, Shohar, Mundra, Colombo, Mombasa, Beira, Maputo, Nacala, Mombasa, Mundra, Dammam and back to Khalifa
 - **Mozambique Express** - Maputo, Beira, Ngqura and back to Maputo

Intra-Europe

- *WEC Lines revises ESPT III* **WEC Lines** has dropped Antwerp and Bilbao from its North Europe-Spain/Portugal **ESPT III** service and replaced them with Montoir (France). The new port order is: Thamesport, Moerdijk, Rotterdam, Montoir, Vigo, Leixoes, Lisbon, Setubal, Sines, Leixoes and back to Thamesport.
 - *CMA CGM revises North Africa coverage* **CMA CGM** has announced that it will enhance its North Africa (**Euronaf**) network, including the extension of **ALGS** to Skikda, which was recently removed from **TMX2** (DL 24/24). The new itineraries are:

 - **ALBG** - 2x 1,200 TEU - Valencia, Marseille, Bejaia, Valencia
 - **ALGO** - fortnightly - 1x 800 TEU - Valencia, Oran and back to Valencia
 - **ALGA** - 2x 800 TEU - La Spezia, Genoa, Marseille, Algiers and back to La Spezia
 - **ALGOM** - 4x 1,100 TEU - Barcelona, Marseilles, Valencia, Algeciras, Oran, Mostaganem and back to Barcelona
 - **ALGS** - 5x 1,100 TEU - Malta, Augusta, Naples, Leghorn, La Spezia, Genoa, Malta, Skikda, Trapani and back to Malta
 - *CMA CGM to start EMED1* By mid-July, **CMA CGM** will commence the East Mediterranean **EMED1**. With a single vessel, it will sail on a weekly basis between: Alexandria, Beirut, Antalya and back to Alexandria.
-

- *Arkas launches Greece-Bulgaria service*

Arkas has started the Greece-Bulgaria Service (**GBS**), which will connect Piraeus and Turkey with the Bulgarian port of Varna. It is provided by a single ship of 1,500 TEU, calling at: Piraeus, Aliaga, Istanbul (Ambarli), Varna, Gemlik and back to Piraeus.

Intra-Middle East/Indian Subcontinent

- *Emirates adds Gulf-Red Sea service*

Emirates Shipping has launched a new connection between the Middle East Gulf and the Red Sea, dubbed Gulf Red Sea Connector (**GRC**). It is, at irregular intervals, operated by two ships of around 1,800 TEU calling at: Dubai, Aqaba, Sokhna, Jeddah, Mundra and back to Dubai.

- *UAFL extends network to Male*

United Africa Feeder Line has announced its new **Male Express Service**, which, as from early July, will connect Dubai and Colombo with Male (Maldives). It offers a transit time of 14-16 days.

Intra-Far East/Australasia

- *ONE charters Kaohsiung-Cebu slots*

ONE will charter slots on the Kaohsiung-Cebu X-Press (**KCX**) of **X-Press Feeders**, which sails between the two ports from which it derives its name. It will brand it **TWP2**.

- *MSC revises intra-Far East coverage*

MSC will launch the new **Saola** service, which will link China with Vietnam using ships of around 2,500 TEU. As a result of this development, the existing **Kaguya** service will now be turned into a Busan-Japan feeder operation. Their (new) itineraries are:

- **Saola** - Shanghai, Ningbo, Hai Phong, Ho Chi Minh (city & Cai Mep) and back to Shanghai
- **Kaguya** - Busan, Kobe, Osaka, Hakata and back to Busan

- *Samudera concentrates TID on Port Kelang*

Samudera will concentrate its Thailand-Indonesia (**TID**) service in Port Kelang at the expense of Singapore. With two ships of 2,200 the service will henceforth rotate between: Port Kelang, Jakarta, Port Kelang, Laem Chabang and back to Port Kelang.

Intra-Americas

- *ONE starts Lazaro Cardenas-Acajutla shuttle*

Hapag-Lloyd and **ONE** will remove Acajutla (El Salvador) from their weekly 4x1,900 TEU Los Angeles-West Coast Central America **CCE/Marex** service. Instead, ONE will now serve this port via a new shuttle out of Lazaro Cardenas, which it will call **Marex2** and which will provide two sailings every three weeks using a single vessel of 1,100 TEU. It is unclear whether Hapag-Lloyd will also participate. The new configuration is:

- **Marex** - Los Angeles, Lazaro Cardenas, Manzanillo (Mex), Puerto Quetzal, Corinto, Puerto Caldera, Corinto, Puerto Quetzal, Manzanillo and back to Los Angeles
- **Marex2** - Lazaro Cardenas, Acajutla and back to Lazaro Cardenas

- *ZIM revises Venezuela Line*

ZIM has deleted Manzanillo (Cristobal) and Moin from its Venezuela Line (**VEL**) and shrank the fleet by one vessel to two ships of 1,800 TEU. The new itinerary is: Kingston, Puerto Cabello, La Guaira, Georgetown, Cartagena and back to Kingston.

Tariff and Trade Statistics

- *Africa trade volumes 1Q 2024*

During 1Q 2024, container volumes **to, from and within sub-Saharan Africa** grew strongly by an average 7.2%. This came from both intercontinental directions as they showed strong growth whilst the already marginal intra-regional trade shrank by a significant 2.2%.

Ex/Imports	Share 2024	Growth '24/'23	1Q24 TEU	1Q23 TEU	1Q22 TEU
Exports	31%	10.8%	883,200	796,900	736,400
imports	67%	6.0%	1,921,400	1,812,500	1,726,300
Intra-Africa	3%	-2.2%	76,200	77,900	80,900
Total	100%	7.2%	2,880,800	2,687,300	2,543,600

It should be noted that CTS statistics may be substantially revised afterwards, when new information and corrections are processed, which may impact growth rates, amongst others.

Sub-Saharan exports, the weaker intercontinental direction, grew by 86,300 TEU to 883,200 TEU. Most growth can be attributed to the Far East and Middle East/Indian Subcontinent trades. The small Australasia trade contracted by 13% to just 3,900 TEU.

Exports to	Share 2024	Growth '24/'23	1Q24 TEU	1Q23 TEU	1Q22 TEU
Far East	41%	15.8%	360,300	311,200	270,800
Europe	30%	5.1%	267,800	254,800	246,600
North America	5%	0.0%	42,000	42,000	40,000
Australasia	0%	-13.3%	3,900	4,500	3,700
Middle East/ISC	23%	14.0%	202,500	177,700	167,400
Latin America	1%	0.0%	6,700	6,700	7,900
Total Exports	100%	10.8%	883,200	796,900	736,400

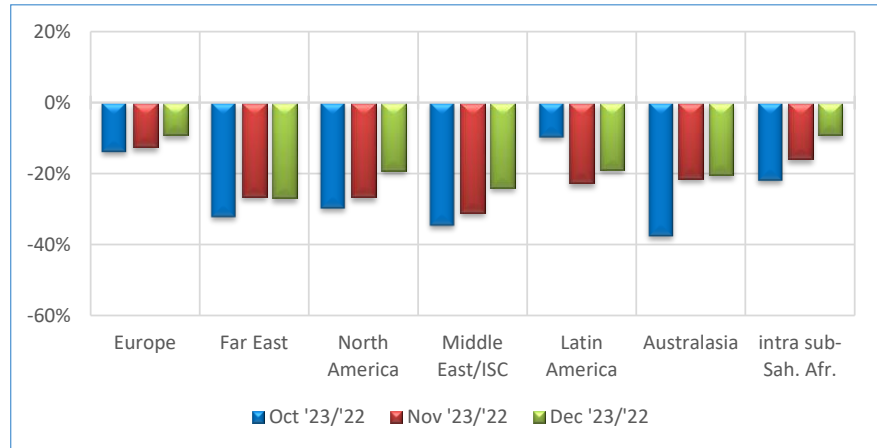
The dominant **sub-Saharan imports** rose by 108,900 to 1.92 million TEU. The increase, however, was centred on the Far East, Australasia and Latin America routes. North America and Middle East/Indian Subcontinent posted substantial losses.

Imports from	Share 2024	Growth '24/'23	1Q24 TEU	1Q23 TEU	1Q22 TEU
Far East	45%	13.7%	858,500	755,000	696,700
Europe	27%	3.1%	513,800	498,400	540,900
North America	4%	-7.0%	70,300	75,600	72,100
Australasia	1%	20.6%	12,300	10,200	13,900
Middle East/ISC	19%	-5.6%	370,800	392,800	329,500
Latin America	5%	18.9%	95,700	80,500	73,200
Total imports	100%	6.0%	1,921,400	1,812,500	1,726,300

- [Africa freight rate developments 2023](#)

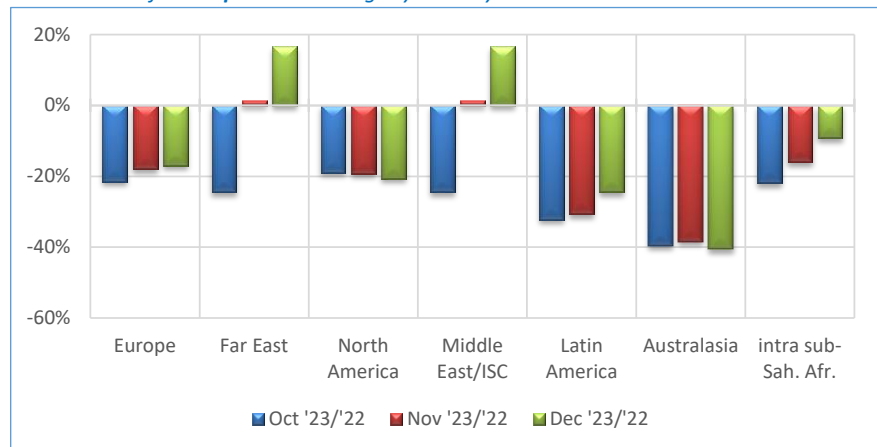
CTS' **all-in rate levels from sub-Saharan Africa to rest of the world** for the months of January, February and March were down for every trade and month, with percentages of between 20% and 40%. The declines, however, have stabilised.

Sub-Saharan Africa export rate changes year-on-year



From *the rest of the world to sub-Saharan Africa*, the situation was more mixed, with stiff declines for several trades, but fortunes turning for the Far East and Middle East/Indian Subcontinent corridors.

Sub-Saharan Africa import rate changes year-on-year



COMPANIES

Mergers and Takeovers

- *MSC's offer for Gram Carriers reaches threshold*

So far, shareholders together owning 93.5% of Ro/Ro shipowner **Gram Carriers** have accepted the offer of **SAS Shipping Agencies Services**, a subsidiary of **MSC**. Although the carrier was only seeking the approval of 90%, it has decided to extend the deadline of its offer to 1 July. See also DL 17/24.

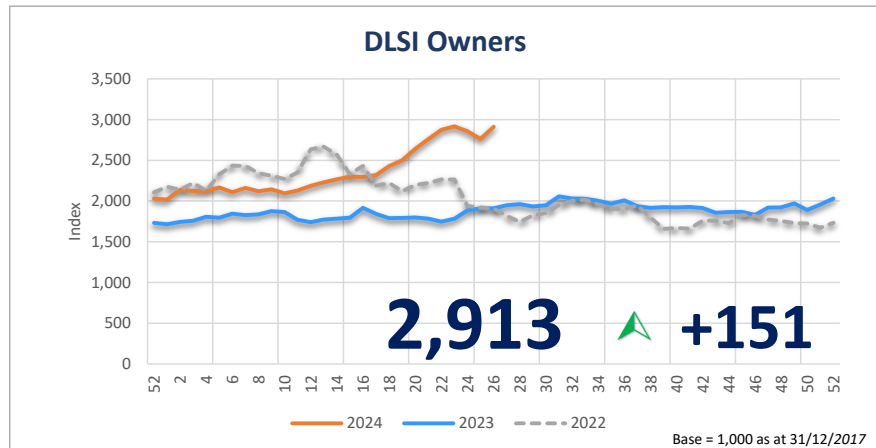
The DynaLiners Shares Index

- *DynaLiners Shares Index – Bouncing along*

The **DynaLiners Shares Index** added 34 points (+1.6%) this week to settle on 2,108, a year-to-date high. The drivers behind this latest jump were the **DLSI Carriers** and **DLSI Owners** indices with the latter most spectacular. It added 151 points and 5.5%. This was all but a full recovery to the absolute highpoint of 2,916 from two weeks previously, the difference between then and now being only 3 points.

Sixty-five index members enjoyed share price rises this week, with forty-nine experiencing the opposite sensation. The average change was a slight but clear positive of 0.6%. Container lessor **Touax's** shares dropped by 11% with **Kerry Logistics** only one percentage point better than that (-10%). The best performers

were **BAL Container Line** parent **LC Logistics** (+18%) and domestic Philippines carrier **Lorenzo Shipping** (+22%).



Total share price movements week 26		Top movers	
65	▲ Up	Lorenzo Shipping Corp	▲ 22%
49	▼ Down	LC Logistics [BAL]	▲ 18%
13	▬ Unchanged	Kerry Logistics	▼ -10%
0.6%	▲ Average change	Touax	▼ -11%

PORTS, TERMINALS & ARTERIES

Europe

- [Marca Maroc to operate terminal in Port Nador](#)

The Moroccan port group **Marsa Maroc** has signed an agreement for twenty-five years to manage the 3.4 million TEU **East Container terminal** (ECT) currently under construction at the new **Port Nador West Med** ([location](#)). The first phase of ECT is to come online in 2027, whilst ultimately the 70-ha facility will offer 1,520 metres of quay line equipped with fifteen gantry cranes and with a depth alongside of 18 metres.

Artist's impression of Port Nador West Med



Dynamar Publication

Dynamar's Ports & Terminals Europe & Africa

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Middle East/Indian Subcontinent

- *Government gives nod for Vadhavan*

The Indian government has approved the USD 9.15 billion **Vadhavan Port** project ([location](#)), which will be located some hundred kilometres north of Mumbai. It will be developed by **Vadhavan Port Project Ltd**, a 74-26 joint venture between **Jawaharlal Nehru Port Authority** and the **Maharashtra Maritime Board**. In its ultimate form, the port is envisioned to have nine container terminal, each with a quay line of 1,000 metres and combined capacity for 23.2 million TEU, plus four multipurpose berths, four liquid cargo berths, a Ro/Ro berth and a dedicated Coast Guard berth. In January, **APM Terminals** signed a Memorandum of Understanding to develop one of the box terminals (DL 04/24).

Vadhavan port project



Americas

- *Charleston reopens Hugh K. Leatherman Terminal*

South Carolina Ports has signed an agreement with the International Longshoremen's Association (**ILA**) that will allow it to restore operations at the **Hugh K. Leatherman Terminal** in **Charleston**. This solves a longstanding dispute between the two on whether crane work at the facility falls under the East Coast Master Contract and whether terminal workers must be a member of ILA. The dispute went so far that ILA sued carriers who used the new terminal commissioned in 2021.

- *DP World completes Callao expansion*

DP World has completed the USD 400 million expansion of its **Muelle Sur Container Terminal** at **Callao** from 1.5 million TEU to 2.7 million TEU. As part of the work, the quay line was extended by 400 metres to 1,050 metres and the yard was increased to 39 ha. Furthermore, three more StS gantry cranes with an outreach of 65 metres (23 boxes) and twelve RTGs were installed.

SHIPS & CONTAINERS

Construction & Design

- *Navios orders two 7,900 TEU box ships*

Non-operating owner **Navios Maritime Partners** has ordered two scrubber-fitted and methanol-ready 7,900 TEU box ships from **HJ Shipbuilding & Construction** with options attached for two more similar ships. They are scheduled for delivery in 2026, when they go on charter for four years to ONE for a daily USD 43,000, with an option attached for a further two years at USD 47,500/day.

Demolition & Casualties

- “Dali” sails to Norfolk for offloading and repairs

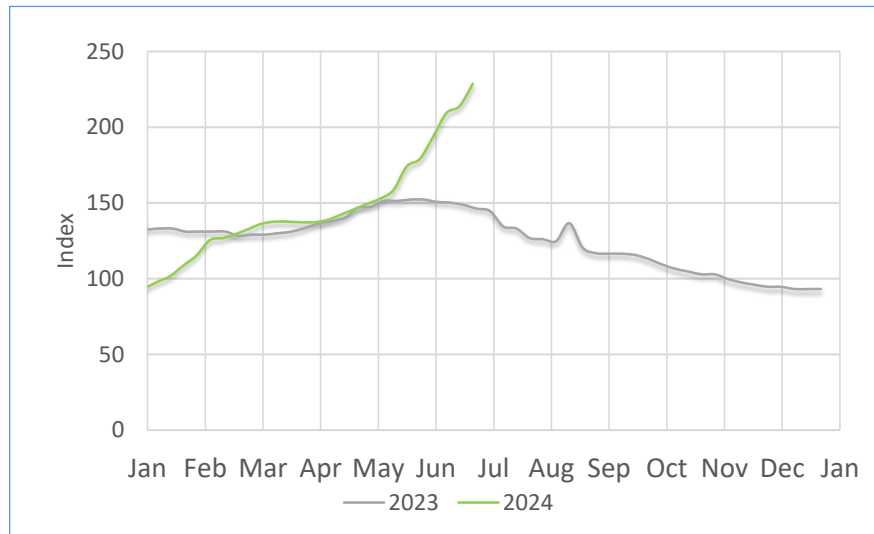
The 10,000 TEU “Dali”, which caused the collapse of the Francis Scott Key Bridge at **Baltimore**, has sailed to **Virginia International Gateway in Norfolk**, where, to reduce draught, some 1,500 containers will be offloaded. Then it will move to **Norfolk International Terminals** for further offloading and repairs.

Shipowners

- Charter rates going sky high

The containership charter market is becoming more and more heated. Two weeks ago **CMA CGM** paid USD 105,000 per day for a three-month charter of the 7,100 TEU ‘Kota Callao’, now **Maersk** is paying USD 150,000 per day for its sistership “Kota Valparaiso”. The vessels, owned by **T.S. Lines**, are sublet by **PIL**. The below graph shows the development of charter prices as published by Braemer.

Braemer’s Boxi



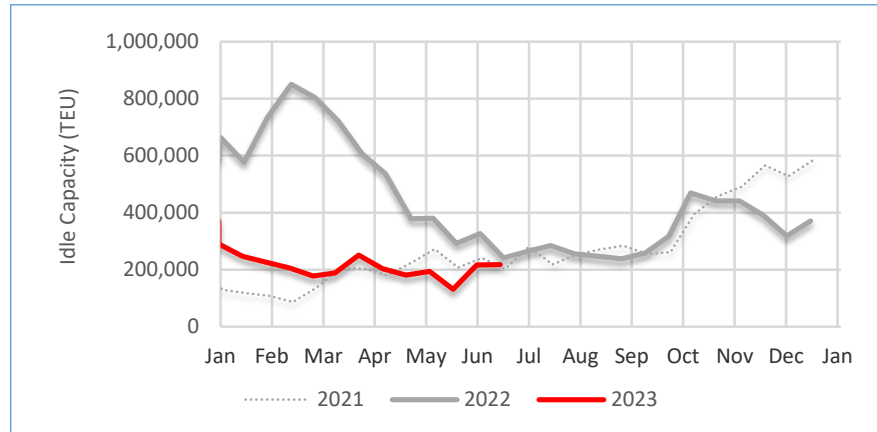
Lay-up/Idle

- Idle containership fleet – remaining low

As per 17 June 2024, the **lay-up containership fleet** grew by two ships and 500 TEU to just 77 vessels/217,100 TEU, which is only 0.7% of the current fleet. On top, there were also 182 vessels with a capacity of 639,100 TEU in the repair yards, which means that effectively 7 ships/74,500 TEU have returned to the active fleet.

TEU Category	Shipowners	Carriers	Number
<1,000	8	14	22
1,000-1,999	12	17	29
2,000-2,999	2	7	9
3,000-5,099	0	4	4
5,100-7,499	0	3	3
7,500-12,499	0	8	8
12,500-18,000	0	2	2
>=18,000	0	0	0
Total ships	22	55	77
Total TEU	27,100	190,000	217,000
Date	Share	TEU	Number
17-Jun-24	0.7%	217,000	77
3-Jun-24	0.7%	216,600	75
20-May-24	0.4%	131,000	57

(Analysis based on data provided by Alphaliner)

Lay-up development**NON-CONTAINER TRADES****Breakbulk**

- *MACS expands Europe service*

Recently, **MACS** (Maritime Carrier Shipping) of Germany added a monthly call to Port Elizabeth to its twice-a-month **Europe-South Africa** service. Alongside, Luderitz (Namibia) and Mossel Bay (South Africa) are now connected via feeder. The full rotation of this service, ensured by six multipurpose vessels of either 2,200 TEU/37,400-dwt or 1,200 TEU/33,300-dwt, is now: Rotterdam, Hamburg, Antwerp, Leixoes, Cape Town, Port Elizabeth*, Durban, Maputo*, Durban, Cape Town, Walvis Bay, Vigo and back to Rotterdam.

*Alternating

- *New battery hybrid vessel named*

Swedish shortsea multipurpose/breakbulk operator **AtoB@C Shipping** has named the first of twelve battery hybrid vessels of 5,400-dwt and 100 TEU. Constructed by **Chowgule** in India, the "Electramar" was delivered at the end of 2023. The second unit is on its way with steel cut on the third ship last April.

"Electramar" battery-hybrid vessel of AtoB@C Shipping



- *MOL to up stake in Gearbulk*

Major Japanese shipping conglomerate **Mitsui O.S.K. Lines** (MOL) is to increase its 49% stake in open hatch vessel operator **Gearbulk** to 72%. The deal is subject to the necessary approvals, which are expected early in 2025. The seller will be the Jebsen family, who currently controls 51%. Gearbulk was established in 1968 by Mr. Kristian Gerhard Jebsen. It is now and will still be led by his son, Mr. Kristian Jebsen. MOL first entered as a shareholder in 1991 it building up to its current position in 2009. As well as being the largest operator of open hatch vessels in the world, Gearbulk is also the 65% owner in the **G2 Ocean** venture with **Grieg Shipping** the other partner. Combined, this arrangement operates over 100 open hatch vessels.

- *Carsten Rehder orders 4+4 7,500-dwt vessels*

German non-operating owner **Carsten Rehder** has placed an order for four multipurpose vessels of 7,500-dwt with **Garden Reach Shipbuilders and Engineers** of India. These 120-metre long and 6.75-metre draught vessels will have a single hold and are designed to carry large windmill blades on deck, as well as other breakbulk or project cargoes. Containers can be carried on hatch covers. Four options are also attached to the order.

Carsten Rehder's new ship design



Ro/Ro

- *Transfennica and CLdN link services*

Splithoff Group member **Transfennica** and **CLdN**, both intra-North Europe operators of Ro/Ro cargo vessels, have tied services together. As from late July, once a fortnight, Transfennica vessels will call CLdN's terminal in Zeebrugge allowing for the transfer of cargoes between the two networks. The specific ports covered are as below:

- Transfennica: Antwerp, Zeebrugge (fortnightly); Hanko, Kotka, Rauma (all Finland), Paldiski (Estonia)
- CLdN: Zeebrugge; Teesport, Killinghome, Tilbury (all UK); Dublin, Cork (Ireland); Santander (Spain), Leixoes (Portugal)

- *Eastern Pacific order 4+4 PCTCs*

Non-operating owner **Eastern Pacific** has ordered four pure car truck carriers (PCTC) of 5,500 CEU with options for a further four. The order will be split between **Fujian Mawei Shipbuilding** and **Xiamen Shipbuilding**.

- *Höegh secures more ammonia funding*

Höegh Autoliners is to receive a further USD 10 million in funding from **Enova**, a Norwegian government body that provides financial support for energy transition projects. The car carrier believes that this extra injection, on top of the USD 14 million already received, will mean the last four of its twelve strong "Aurora" class vessels of 9,100 CEU will be able to run on ammonia upon delivery in 2027. The other eight are LNG fuelled but can be converted to ammonia later, with the first in class expected in August.

- *Construction finished on Beaumont (TX) dock*

Last month, **McCarthy Building Companies** completed the construction of **Beaumont** port's (Texas) **Main Street Terminal 1**. Work started on this new 366-metre-long facility early in 2022 and which replaces the original 100-year old one that collapsed into the water in 2012. DL 17/22 also refers.

Beaumont's newly constructed Ro/Ro dock



- *DP World opens Constanta facilities*

In May, **DP World** opened its USD 70 million and 5-hectare project and Ro/Ro terminals in Romania's main port of Constanta. The former will handle heavy and project cargoes whilst the latter has a capacity for 80,000 vehicles.

DP World's new Ro/Ro terminal at Constanta



FACTS & FIGURES

Indicative bunker market prices

Type/ Port	HFO/380 Cst USD/ton	VLSFO USD/ton	MGO USD/ton
Rotterdam	503	570	765
Singapore	523	622	753
Houston	480	602	774
Long Beach	503	634	837
Hong Kong	543	626	751
Santos	-	657	897

Historical Rotterdam Prices

20-June-24	499	563	767
29-June-23	470	529	702

Wednesday/Thursday's prices

Crude oil future prices (for delivery in)

Date/ Crude	Aug-24 USD/barrel	Sep-24 USD/barrel	Oct-24 USD/barrel
Brent	85.78	84.96	84.22

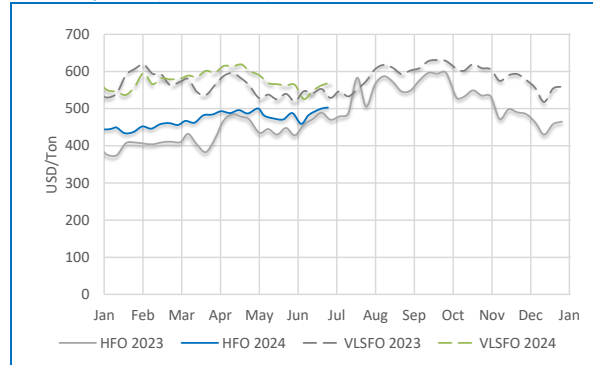
Freight indices

Index	Week 25/24	Week 24/24	Week 25/23
CCFI	1,829.22	1,733.47	919.63
SCFI	3,475.60	3,379.22	924.29
WCI	5,117.00	4,801.00	1,536.00

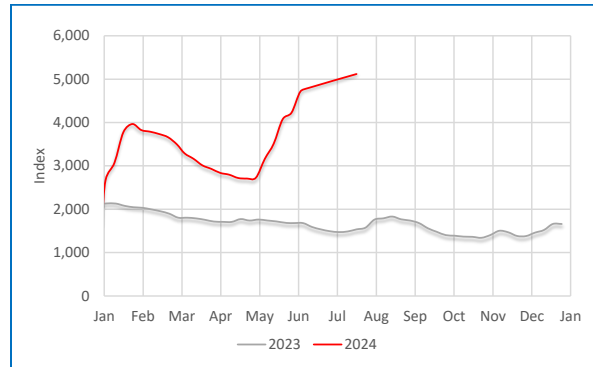
Charter indices

Index	Week 25/24	Week 24/24	Week 25/23
BOXi	228.68	213.88	148.73
ConTex	1,196	1,113	826
HARPEX	1,891	1,712	1,235
Howe Robinson	1,879	1,806	1,406

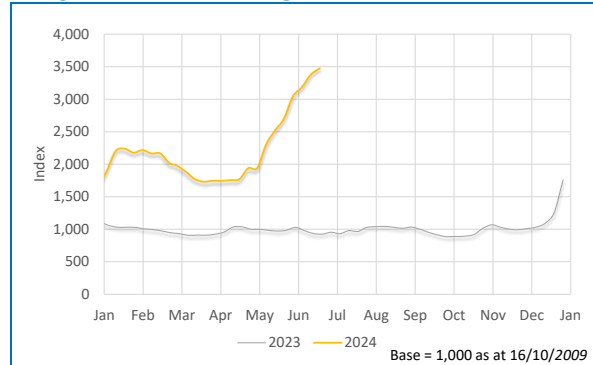
Bunker prices (Rotterdam)



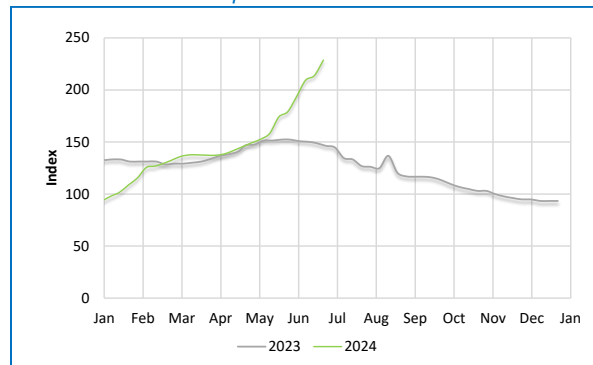
World Container Index



Shanghai Containerised Freight Index



BOXi - Braemar Seascope



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Dynamar B.V.
P.O. Box 440
1800 AK Alkmaar
The Netherlands
www.dynamar.com
info@dynamar.com
Phone: +31 72 514 7400

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