

new ships' deliveries +++ terminal news +++ service updates +++ casualties



**October 2007, 41<sup>st</sup> week**

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### **Big Ship Orders Keep Pouring In**

Since your editors were off to Malta and Hong Kong, respectively, our newsletter paused for a week as most of our readers will have noticed. Nevertheless, your two-man editing team still kept an eye on the last two weeks' order book development. Thanks to the help of our contributor's we were able to keep track of some recent developments: In the 40<sup>th</sup> week, during our newsletter's pause, the Israeli Shipping Line Zim ordered a second set of ultra large container ships. According to our sources, Zim turned to Hyundai Heavy Industries for eight vessels of 12,550 TEU. The ships are slated for delivery between February and August 2012. Counting in these recent contracts, Zim's shipyard order book now adds up

to a massive 400,000 TEU slots. The carrier's pipeline includes nine 12,500 TEU ships from Samsung, an octet of 10,000 TEU units and four 8,200 TEU units from yards of the Hyundai Group, and two 6,350 TEU ships from Imabari's Koyo Dockyard, to name just the largest vessels. The ULCS order at Samsung Heavy includes an option for one additional ship. From today's point of view, one might wonder where Zim intends to employ all these massive vessels. Thus, the carrier will either consider a lucrative resale or charter of some of the new mega ships or – alternatively – a heavy expansion of its own service network. Apart from Zim, your editors have reason to believe that CMA CGM added a ninth 12,600 TEU unit to their original eight-ship-order at Daewoo. Hamburg's Bertram Rickmers, who signed a series of ULCS at Hyundai Heavy earlier this year, finally also ordered additional ships of two distinct types at the yard. The deal is now believed to include five 7,000 TEU bottoms and a quartet of 8,500 TEU ships. All nine vessels might come on stream in the second half of 2010. Quite likely, these ships will be financed through Rickmers Maritime, the German company's comparatively young Singaporean offshoot. More new vessel orders are also reported from Nippon: Thanks to the much appreciated assistance of our Yokohama-based contributor, your editor's are slowly gaining better access to and insight into the Japanese maritime press: Several Japanese sources recently suggested that K-Line successfully negotiated contracts for large container ships with Kure's IHI shipyard. The vessels are said to be bigger than the recent Humber Bridge types of which IHI already built four units for Kawasaki Kisen Kaisha. Officially rated at 8,500 TEU, your editors believe the new ships will be able to take in at least 9,500 boxes. Reportedly, IHI will deliver five ships of the new type in 2011 and 2012. Before that, the yard will supply K-Line with four more sister vessels of the Humber Bridge design. As in case of the most recent NYK orders at IHI, your editors believe that Ishikawajima-Harima's new design will basically be an improved version of the well-known 335-metre-ships, with maybe an added tier of container slots in front of the navigation bridge. Another Japanese carrier that extended its order book was Mitsui OSK. Over the last few years, the shipping line received a long row of rather unspectacular 6,350 TEU ships from Imabari's Koyo Dockyard. Only very recently, MOL took delivery

of the first unit of a larger ship type from Mitsubishi's Nagasaki shipyard. Some months ago, Mitsui furthermore ordered five 6,700 TEU ships at Mitsubishi. The vessels will be constructed at the group's facility at Kobe. The order had been known for a while, but the identity of the owner had not been revealed until now, when Mitsui not only confirmed the deal, but added contracts for five more 6,700 TEU units.

### **Koyo Delivers APL Norway**

It's been quite a while since Singapore's American President Line received any new vessel of 5,000 TEU or larger. Actually, your editors could never report any such delivery since the launch of this website. To some degree, one might say that APL missed the early phase of the past years' order boom. Possibly, the carrier did not place any orders since APL's management waited for newbuilding prices to fall – which they obviously did not.



**The new APL Norway anchored off Koyo Dockyard  
photo: Y.M.**

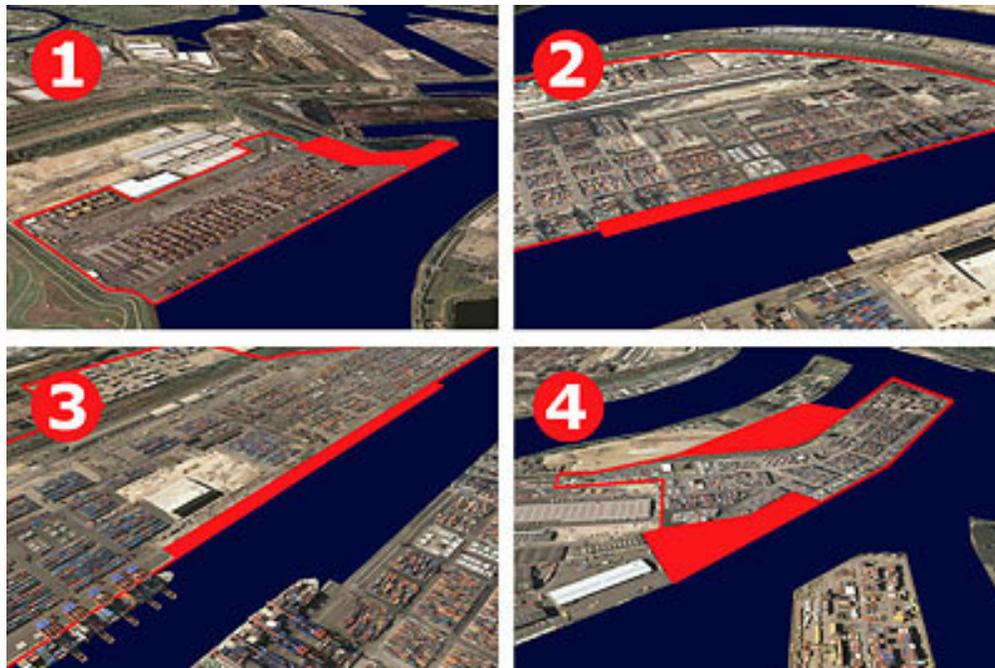
Things will however change in the near future, when a number of new ships – both chartered and owned – will come on stream for the Singaporeans. The first of these vessels is the new APL Norway. It was recently handed over by Mihara-based Koyo

dockyard, a member of the Imabari shipbuilding group. The vessel is owned by Shoei Kisen, Imabari's ship management and ship finance subsidiary. Originally, the new vessel was destined for Mitsui, but it ended up with APL, who desperately needed additional tonnage. Apparently, Shoei, MOL and APL found a commercial solution that allowed Shoei to pass the ship on to American President Line. APL Norway basically represents yet another unit of Koyo Dockyard's proven 6,350 TEU type, but the design seems to incorporate a number of modifications that result in a slightly altered hull shape. The APL Norway will be the largest vessel in APL's fleet. It will however only claim this distinction for a very brief stint, before the soon-to-be-delivered APL France – again a ship taken over from TNWA-partner Mitsui – takes over. American President Line will employ the new APL Norway in its South China Express, a sling that connects China with northern Europe. The new ship will perform European calls at Zeebrügge, Hamburg and Rotterdam.

### **Additional Berths for Hamburg's Terminals**

The German main port of Hamburg has very successfully attracted new business in recent years and enjoyed the highest growth rates of any large European port when it comes to container throughput. Every single terminal at Hamburg is going from strength to strength. The downside of this success is that Hamburg's container handling capacity needs to be expanded much more rapidly than expected. The Hamburg Port Authority therefore plans the construction of a new large container facility in the central port area. Dubbed the Container Terminal Steinwerder, it is scheduled to become operational in the middle of the next decade. Until then, much effort will be needed to provide additional cargo handling capacities wherever possible. Three of Hamburg's four major container terminals are presently undergoing massive modernisation programmes to upgrade their capacity and the operators of the fourth terminal, CT Altenwerder, have applied for an administrative decision for a terminal extension. The Eurogate terminal, located at the port's seaward approach, is just about to inaugurate the second rebuild container ship berth: It comes equipped with five new super post panamax gantries and it will be able to handle the largest boxships afloat. Since the new

dock is located adjacent to Eurogate's modernised berth number one, the terminal now offers ten ultra-large gantries on a 700-metre stretch of new quay wall. The first berth had been completed a little more than one year ago and construction work on berth number three will commence next. Eurogate's capacity expansion will however not stop here: The terminal operator has recently been given the go-ahead to launch a large-scale westward expansion. This will add at least three large new berth until about 2013. Just opposite Eurogate lies Hamburg's largest container terminal, HHLA's Burchardkai – often referred to as CTB. The peninsular terminal with berths on three sides is presently going through an ambitious modernisation and capacity upgrade project, that will completely change the facilities layout. Two additional large gantries have been installed on CTB's northern quay wall that will otherwise remain unchanged.



**Hamburg's main container terminals CTA (1), CTB (2), Eurogate (3) and CTT (4)**

**Illustration\*: Jan Tiedemann, image data: google earth**

Burchardkai's southern berths are presently being rebuilt with a new quay wall 30 metres further into the harbour basin. This will allow the installation of super post panamax gantries along the entire length of the Waltershofer Hafen. The first converted berth had already been opened a few years ago – berths two

and three are presently under reconstruction. Furthermore, almost CTB's entire stacking yard will be converted to crane-served storage blocks: The 30 large blocks will be served by no less than 90 rail-mounted gantries. The terminal's new, larger-capacity rail gateway has already been inaugurated and Hamburg's Port Authority presently also works on improvements of both Eurogate's and CTB's access roads. After its completion the 'new' Burchardkai Terminal will have an annual capacity of no less than 5.2 million TEU – about twice as much as the old facility. An additional berth will also be installed at the Tollerort Terminal CCT. Starting this month, the HPA will lengthen CTT's quay wall by about 440 metres. The new super post panamax berth will be inaugurated late in 2009. In combination with the addition of massive new stacking yard space, created by filling in a disused harbour basin west of Tollerort, CTT's annual capacity will be upped from about one million TEU to 2.2 million standard boxes. Finally, the operators of Hamburg's Altenwerder Container Terminal, HHLA and Hapag-Lloyd already applied for an administrative decision for an extension of their facility. Their plan foresees both the construction of a fifth large berth at CTA and the erection of additional container stacking blocks. The new berth is to be build as a northward extension of the existing quay wall. The fifth berth would have to make do with a very limited rear space, since it has to share a narrow peninsula with a recent expansion of the Hansaport ore terminal. Nevertheless, it would greatly alleviate the pressure on berthing slots at CTA.

### **Nansha Inaugurates Second Terminal Module**

Only last week, the second phase of the Pearl River Delta's Nansha Terminal was inaugurated. The facility is jointly owned by Cosco Pacific, APMT and the Guangzhou Port Group. Named Guangzhou South China Oceangate Terminal, the new construction phase added four berths to the existing phase one facility. The first two berth had been opened late in 2006 and the terminal has since enjoyed a tremendous success. Nansha now offers a quay length of 2,100 meters. The terminal is equipped with state of the art cranes and has a clearance of at least 16 metres. Its annual capacity is 4.2 million TEU. Loacted on the Pearl River's western shores, Nansha mainly serves the

highly industrialised Guandong Region – an area that in recent years attracted a huge manufacturing industry. Cosco Pacific and APM Terminals each hold about 20 percent of Nansha’s shares, while the remainder is owned by the Guangzhou Port Group, who also operate the terminal facility. Despite its young age, Nansha already ranks fifth among China’s container terminals. Its most frequent users are Coscon, Maersk and CSCL.

## **Expansion Scheme Launched at Suez Canal Terminal**

The Dutch-registered APMT has now launched a large-scale expansion scheme for the east Mediterranean hub of its sister company Maersk Line: The company’s so-called Suez Canal Container Terminal will be significantly enlarged. The port facility was opened in late 2004 and mainly functions as a pure transshipment hub. After a successful start, it soon became obvious that the facility’s present 2.55 million TEU capacity will become insufficient in the very near future. Thus, APMT decided to build a second terminal phase which will double SCCT’s capacity to 5.1 million TEU. After the completion of the second module, the terminal will have a quay length of 2,400 metres and it will be equipped with 24 super post panamax gantries. The clearance at the quay wall is 17.5 metres. The expansion is scheduled to be completed in 2011. SCCT is a joint venture of APMT who hold a 60-percent share and both private and public investors from Egypt. It is located at the north western entrance of the Suez Canal. Taking into account APMT’s many terminal projects all over the globe, the company is now about to rise to the position of the world’s second largest terminal operator after PSA of Singapore.

## **Carriers Add Asia-Med Slings**

Now that most shipping lines have massively upgraded the tonnage employed in their Asia-to-Northern-Europe loops, many carriers use mid-sized tonnage that has been vacated here, to launch new slings to the Med: Maersk Line for instance has launched the AE-11 – a sling that connects China and the Iberian peninsula – and the world’s second largest shipping line, namely MSC, introduced the so-called Jade Express which

terminates at Valencia and features intermediate calls at Singapore and Dubai. The Mediterranean Shipping Company's new sling was launched with a fleet of elderly 2,800 TEU ships that MSC had taken over from Maersk. The carrier however soon replaced those vessels with either panamax ships or standard post panamax vessels of about 6,000 TEU. Very recently, the Jade Express was upgraded even further, when MSC brought in four ships of +8,000 TEU. Among these vessels are MSC Belgium and MSC Baltic, formerly know as CSCL Oceania and CSCL America. The two ships are sublet from China Shipping, who long-term chartered them from Seaspan and Danaos, respectively. Capacity-wise CSCL could surely use the ships themselves on some of their bursting mainline slings, so your editors believe that MSC's offer must have been very attractive from a monetary point of view. Another Asia – Europe sling with a southern turning port, this time a joint loop, was recently launched by Hanjin, UASC, MOL, APL and Hyundai. The TNWA members decided to add a sling to the eastern Med and the Black Sea to their portfolio. This weekly loop has since come on stream as the EBX. It employs a fleet of eight relatively small ships with capacities between 2,500 and 2,700 TEU.



**The green-yellow MSC Baltic makes an unusual sight upon her arrival at the port of Valencia.  
photo: Manuel Hernández**

## **MOL Celebration Delivered as APL's Flagship**

It's still a couple of years to go until the Singaporean APL will take delivery of their first 10,000 TEU ships from the South Korean yards of Daewoo SME and Hyundai HI. Until then, APL's pipeline – as mentioned earlier – only included mid-sized ships from various Japanese yards. APL has however, found a way to bridge this gap and chartered a brand new 8,100 TEU unit, recently delivered by Mitsubishi's Nagasaki shipyard. Named APL France, the new ship was originally scheduled to come on stream as MOL Celebration. Thus APL either bought Mitsui out of their contracts with Shoei, or the carrier subchartered the ship from Mitsui. In this case, your editors must admit not to know which of the two alternatives has actually been chosen. Irrespective of how the deal came along – APL thus managed to get its hands on a brand new jumbo container vessel. APL France is by far the company's largest-capacity unit. It presently looks like APL will take at least one more ship of Mitsui's and Mitsubishi's 8,100 TEU series, but this has not been confirmed so far. APL France has been deployed to the New World Alliance's CEX loop. This sling's port rotation includes Southampton, Antwerp, Bremerhaven, Salalah, Singapore, Hong Kong, Shanghai, Ningbo, Xiamen and Yantian.

### **Beyond Containers: Cruisers, Bulkers, Reefers and Tankers at Hamburg**



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## **Maesk Tanjung – First of its Kind**

Some months ago, when this newsletter first reported of Maersk Line's intention to create a new T-class of vessels, your editors were wondering why the Danish carrier wanted to introduce a new vessel naming scheme for ships that seemed to be identical sisters of the line's Daewoo-built 8,402 TEU

vessels. Numerous units of this type of ship have been delivered in recent years and trade for Hapag-Lloyd, Maersk and MSC. Now that the lead ship of the new series has reached European waters, it has become obvious that the new Maersk Tanjung significantly differs from earlier Daewoo ships of similar size. This comes as a bit of a surprise since the ship's exterior dimensions and parameters are virtually identical to those of the earlier ships. So why has Daewoo designed a new container vessel type at all? Since a detailed set of vessel parameters has not been publicised, your editors can only assume that Daewoo's engineers managed to squeeze some additional TEU slots into the redesigned hull. Examples from other shipyards have shown that it should be possible to stow up to 8,750 TEU on a 332-metre-ship. Thus it is entirely possible that the South Korean yard managed to improve its design and boost its capacity by some 300 or 400 TEU slots.



**Maersk Tanjung's maiden arrival at Valencia  
photo: Manuel Hernández**

### **Wan Hai Takes Delivery of Second 6,000 TEU Ship**

Taipei-based Wan Hai Steamship has now received its second 6,039 TEU vessel from China State Shipbuilding. Named Wan Hai 602, the ship was constructed at CSBC's Kaohsiung yard. CSBC built the ship parallel to a smaller Wans Hai unit, so that

the shipping line could not only take over Wan Hai 602, but also the 4,250 TEU Wan Hai 508. Like her earlier sister, the new post panamax carrier will not initially trade for its owners, but instead commence a charter to MISC Berhad of Malaysia. The charterer will deploy the ship to its EUM loop – a service within the network of the Grand Alliance. The new ship will thus trade between the Far East, the Arab Gulf and the Med. MISC already chartered Wan Hai 602's earlier sister and will also take the third ship of the series. Wan Hai intends to employ the ships within the carrier's own service network, as soon as both Was Hai and its partner Pacific Internatinal Lines dispose of a sufficient number of similarly-sized post panamaxes to homogenously equip one Asia-Europe loop with such ships.

\* Please note: The terminal illustrations are not drawn to scale and they do not necessarily accurately represent the actual terminal extension schemes. The images are purely for illustrational purposes and no guarantee is given for their correctness.

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This Newsletter is edited and compiled by Jan Svendsen and Jan Tiedemann. This pdf-file is available for download at "[www.jantiedemann.de](http://www.jantiedemann.de)" and "[www.containership-info.net.tc](http://www.containership-info.net.tc)". Feel free to contact the editors by e-mail at [jantiedemann@hotmail.com](mailto:jantiedemann@hotmail.com) and [jan.svendsen@gmx.net](mailto:jan.svendsen@gmx.net). We greatly appreciate your feedback and your input. More contact details can be obtained from the above websites. Please note the disclaimers displayed on the download pages. All information given in this newsletter is believed correct, but not guaranteed.

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