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Prince Rupert Terminal

About a year ago, this newsletter included an article about the deep water container terminal project in the Canadian port of Prince Rupert. Very soon, this new facility's first construction phase will become operational. The development of the first module went ahead rather quickly, since it uses existing quays and storage areas that used to be part of an abandoned break bulk terminal that have been converted and equipped for container handling. Named 'Prince Rupert Fairview Terminal', the new facility will be operated by the Maher Terminals Canada Group. Module One has a quay length of 400 meters with a clearance of 16.75 meters. It is laid out to handle about 500,000 TEU annually. Four super post panamax gantries have been installed. The Prince Rupert region itself is hardly a target or source market for container transport. The port thus relies on its rail links to central Canada and the northern US. Construction of the Fairview Terminal's second module is about

to start very soon: Until 2010, three large berths will be added, bringing the port's capacity to about two million TEU per year.

Constellation and Meteor for NYK

After delivering the series' lead ship in September, South Korean Hyundai Heavy has now handed over two more 4,922 TEU vessels to Nippon Yusen Kaisha. The Tokyo-based shipping line named the panamax NYK Constellation and NYK Meteor. Nippon Yusen Kaisha signed no less than eight ships of this type at Hyundai. The carrier will receive four more units in the last few months of this year, while the last ship of the series is slated for delivery in January 2008. NYK plans to employ the ships in its Transpacific services which are part of the Grand Alliance's network: The vessels will trade between the Far East and the US-American east coast via the Panama Canal. Thus, NYK Constellation will join her owner's North China Express, a loop that links northern China the greater New York area. NYK Meteor is scheduled to enter the South China Express which, in the US, runs parallel to the abovementioned loop, but obviously focuses on southern China, with added calls in Taiwan.

New Container Terminals for Jacksonville

The recent growth of the world container trade has prompted the US-American port of Jacksonville to look for a way to create additional container handling capacity. Ever since the go-ahead for the Panama Canal's large-scale expansion was given, terminal operators on the United States' east coast are trying to position themselves as future ports of call in large-scale Asia-USEC slings that will trade via the 'new' waterway. Until today many east coast ports rarely accounted for visits of post-panamax tonnage and thus only offered limited facilities for large container ships. With the exception of Asia-Europe-USEC-Pendulums and some few Transatlantic services – namely by the Mediterranean Shipping Company – hardly any post panamax ships called at the ports of Florida, Georgia, the Carolinas, Virginia and their northern neighbours. Since this is bound to change in a few years' time, new facilities have to be created and old ones must be upgraded. The abovementioned Jacksonville for example, is hardly known as a significant container port. Nevertheless, the local decision makers are

pushing towards a rapid expansion of Jacksonville's capacities: Two new facilities will be added in the near future. Among the port's existing facilities, the Talleyrand Terminal is a combined terminal for break bulk and container handling. It is located 16 nautical miles from the sea on the shores of the St. Johns River. Talleyrand, which is operated by Jaxport, only plays a minor role in container handling since Jaxport prefers its more modern facility on Blount Island.



map of Jacksonville's future terminals
illustration: Jan Tiedemann, image data: google earth

Located some nine nautical miles from the Ocean, this terminal has a capacity of about 500,000 TEU per year. Right next to this port, there is APMT's two-berth facility, which should be able to handle well over half a million TEU annually. All these facilities are rather small and thus, new terminals are needed to boost Jacksonville's capacity. The first of these will become operational in late 2008. Owned and operated by TraPac, it will become a dedicated terminal for Tokyo's Mitsui O.S.K. Lines. The first construction phase comprises of a 64-acre stacking yard with a 730-meter quay wall. It will be fitted with six ship-to-shore gantries and the annual capacity will be one million TEU. The facility has been designed with an extension in mind: Another 750 metres of quay wall could be added at a later point in time, doubling the facility's capacity. The terminal will be

located at Dames Point, right next to the Napoleon Bonaparte Broward Bridge which has a clearance of about 48 metres, so that most container ships will be able to pass underneath it. Another new container terminal is scheduled to be operational by 2011. Earlier this month, the port of Jacksonville signed an agreement with the Hanjin Group to build a 1.5 million TEU container terminal on the St. Johns River. Hanjin will invest a total of USD 360 million into the project. For the South Koreans, Jacksonville will be their first US east coast facility. In the United States, Hanjin already operates terminals in Long Beach, Seattle and Oakland. The project planners claim that it is not yet sure where exactly the new port will be built, but your editors believe that a location on Pine Island, five miles from the sea, is the most likely option. After the completion of the Hanjin terminal, Jacksonville's total container handling capacity will have risen to 3.8 million TEU annually.

NYK Oceanus' European Premiere

Right in time for the new NYK Oceanus' European premiere, your editor managed to shed some light on the Japanese carrier's remaining vessel pipeline at Ishikawajima-Harima's Kure shipyard: Officially classed as 8,600 TEU, the new vessel class will most likely be able to carry about 9,100 TEU. The design of the ships very much resembles that of Kawasaki Kisen's H-Bridge class ships: The carriers are 336 metres long and 45,80 metres wide. An 68-MW Sulzer engine will give the ships a service speed of 24.5 knots. The series' second ship will trade as NYK Olympus. Despite the fact that Nippon Yusen Kaisha tries its best to keep the names of its future ships a secret, the company had to file in a complete set of vessel data to Kure's coastguard, since this authority will supervise the new hull's float-out and shift to the outfitting pier. Thus, your editors dare assume that the entire new class of vessels will carry a signature 'O' in its name: NYK Orion, Olympia and Omega might leap to mind, but none of these names has been confirmed so far. Very recently, NYK had turned to IHI and added two more orders to its pipeline. Although these ships will basically share the O-class's hull dimensions, they are believed to represent an improved type with a larger intake. Allegedly, a raised deckhouse will allow for an additional tier of containers

to be carried on top of the hatch covers. The first ships of this type are slated for delivery in April 2011. As for the recently delivered NYK Oceanus – the ship has been deployed to the Grand Alliance’s EU-3 service loop. It now trades between the Far East and Europe. The sling’s Chinese port rotation includes Shanghai, Ningbo, Xiamen and Hong Kong. Intermediate calls are scheduled at Singapore and Port Kelang. From there, the loop heads non-stop to northern Europe, where the ships perform calls at Southampton, Hamburg and Rotterdam.



**NYK Oceanus’s maiden arrival at Southampton
photo: Andrew Mc Alpine**

GA to Launch New Asia - Europe Service

Unconfirmed media reports recently claimed to know that the Grand Alliance prepared a new Far East – Europe loop. The weekly service is believed to be launched very soon – possibly as soon as November. The 1993-built panamax NYK Kai might be the new sling’s first ship: The vessel will depart Shanghai on November sixth, on what is believed to be the new EU-5’s first westbound trip. Hapag-Lloyd, NYK Line, OOCL and MISC are expected to employ a mixed fleet of mid-sized vessels that were recently free by the delivery of larger tonnage. In Europe, the new service will call at Amsterdam, Hamburg en Le Havre. This is quite a peculiar port rotation, since it omits two of

Europe's three main ports. The Asian port rotation will include Shanghai, Ningbo, Xiamen, Shekou and Singapore.

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K-Line and Yang Ming Launch AE-3

Another additional service loop to northern Europe will be launched by the Japanese K-Line and Yang Ming from Taiwan. The new AE-3 will be operated on a fortnightly basis, using ships of 4,031 to 4,298 TEU. The sling's Far Eastern port rotation includes Qingdao, Xingang, Shanghai, Shekou and Singapore. In Europe, calls are scheduled for Thamesport, Antwerp and Rotterdam. Depending on its success, the AE3 might be upgraded to a weekly service later in 2008.

Senator, Hanjin and UASC to Launch CNX

Senator Line has now announced to join a new service launched by Hanjin and UASC. The new China North Express will be inaugurated in late November with Ibn Asakir's first westbound sailing from Qingdao. The second ship will be the 4,024 TEU Hanjin Los Angeles. Eastbound sailings will commence at Hamburg, the slings European turning port, on Christmas Day. The new CNX will include calls at Qingdao, Shanghai, Hong Kong, Singapore, Jeddah, Hamburg, Antwerp and Le Havre – with both east- and westbound calls at the intermediate ports.

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