NEWSLETTER

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This Issue

EXTERNAL NEWS

INTERNAL NEWS

MSC AND CMA CGM TAKE UP SUEZ CANAL'S DISCOUNT SCHEME

FIFTEEN per cent transit fee discount for large container ships crossing the Suez Canal has shown some results, with box ship giants Mediterranean Shipping Company (MSC) and CMA CGM repeatedly sending such vessels through the key waterway. The Suez Canal Authority (SCA) said in an X post last week that the incentives it introduced for 90 days from May 15 have attracted six CMA CGM transits so far, in addition to four by MSC, reports Norway's TradeWinds. The container vessel CMA CGM Zephyr recently transited the Suez Canal as part of the southern convoy, travelling from Singapore to Alexandria Port. The vessel's passage marks the tenth transit by a box ship under the new incentives introduced by SCA to encourage traffic recovery through the canal. The transit follows the introduction of Circular No 3/2025, which offers a 15 per cent discount for container vessels exceeding 130,000 tones in net tonnage, laden or in ballast, valid for a three-month period, reports Greece's Container News.

(Source: Shipping Gazette)

PORT OF LONG BEACH THROUGHPUT PLUNGES 16PC IN JUNE

CARGO throughput at the Port of Long Beach declined in June, with dockworkers and terminal operators handling 704,403 TEU - a 16.4 per cent decrease compared to the same month last year. Imports were down 16.9 per cent to 348,681 TEU, exports dropped 10.9 per cent to 87,627 TEU, and empty containers fell 17.4 per cent to 268,095 TEU, reports London's Port Technology International. For the first half of 2025, the port processed 4.74 million TEU, an increase of 10.6 per cent compared to the same period in 2024. Port of Long Beach CEO Mario Cordero commented: "We're anticipating a cargo surge in July as retailers stock up on goods ordered during the 90-day pause placed on tariffs and retaliatory tariffs. "The Port of Long Beach is prepared to handle the influx by tracking trade moving through the harbour with the Supply Chain Information Highway, our digital solution to maximise visibility and efficiency in cargo movement."

(Source: Shipping Gazette)

UN COMMISSION APPROVES NEGOTIABLE AIR CARGO DOCUMENT

PLANS to develop a negotiable cargo document that can be utilised by the air cargo industry have taken another step forward after the United Nations Commission on International Trade Law (UNCITRAL) approved a draft convention. As well as approving the convention, UNCITRAL also recommended the draft for adoption by the United Nations General Assembly, reports London's Air Cargo News. "The new draft convention addresses a legal gap in international trade by establishing a harmonised legal framework for negotiable documents of title across all modes of transport - air, road, rail, and sea - regardless of the different modes of transportation used for the cargo," the International Civil Aviation Organization (ICAO) explained. The document would mirror bills of lading used in ocean shipping that enable goods to be bought, sold, or used as collateral while still in transit. "In contrast, the documents used for goods transported by road, rail, and air are typically non-negotiable, meaning they cannot be transferred to another party as a means of transferring the goods they represent," ICAO explained.

(Source: Shipping Gazette)

WARNING OF OVERCAPACITY CRUNCH IN BOX SHIPPING INDUSTRY

THE container shipping industry is heading into a prolonged period of overcapacity, with analysts warning that supply will continue to outpace demand until at least 2028. According to Braemar's latest Quarterly Container Fleet Statistics, a surge in new vessel orders and a sharp drop in scrapping activity are widening the supply-demand gap, reports Dallas, Texas' Global Trade Magazine. The firm reports that 2.3 million TEU of new capacity was ordered in the first half of 2025, only slightly down from the record 3.8 million TEU ordered in the second half of 2024. A growing trend in regional and sub-panamax vessel investment is also reshaping the orderbook. While large ship orders - those 14,000 TEU and above - remain active, smaller vessel orders have picked up sharply. In the first half of 2025 alone, 74 feeder and regional vessels (up to 4,000 TEU) were ordered, nearly matching the full-year total for 2024.

(Source: Shipping Gazette)

CHINA CONTAINERIZED FREIGHT INDEX

ROUTE	LAST PERIOD 2025/7/18	THIS PERIOD 2025/7/25
CCFI	1303.54	1261.35
(JAPAN SERVICE)	947.69	954.91
(EUROPE SERVICE)	1803.42	1787.24
(W/C AMERICA SERVICE)	941.65	880.99
(E/C AMERICA SERVICE)	1216.23	1117.14
(KOREA SERVICE)	471.05	473.18
(SOUTHEAST ASIA SERVICE)	914.29	902.05
(MEDITERRANEAN SERVICE)	2151.55	2081.12
(AUSTRALIA/NEW ZEALAND SERVICE)	947.2	989.9
(SOUTH AFRICA SERVICE)	1354.31	1380.24
(SOUTH AMERICA SERVICE)	1011.78	969.98
(WEST EAST AFRICA SERVICE)	1149.22	1170.05
(PERSIAN GULF/RED SEA SERVICE)	1501.01	1353.38

MSC CONTINUES BUYING WITH 10 MORE GIANTS ORDERED IN CHINA

MEDITERRANEAN Shipping Company (MSC) has once again underlined its seemingly insatiable appetite for new tonnage, declaring and placing orders for a further 10 ultra-large container vessels. The Geneva-based carrier's orderbook is now larger than the extant fleet of Ocean Network Express (ONE), the world's sixth largest liner, writes Singapore's Splash 247. MSC has confirmed options for two 22,000 TEU LNG dual-fuel vessels at Hengli Heavy Industry in Dalian, with delivery pencilled in for 2029. In parallel, MSC has inked a separate deal for two 21,700 TEU LNG-ready containerships at Zhoushan Changhong International Shipyard, with handover also expected in 2029. The most significant fresh move comes at China Merchants Heavy Industry (CMHI) Jiangsu, where MSC has booked three firm plus three optional 21,000 TEU LNG-capable ships. The first trio is scheduled to deliver in 2028, with the options likely to follow if past form is anything to go by.

(Source: Shipping Gazette)

PORT HOUSTON BOX THROUGHPUT BREACHES 2M TEU MARK IN JUNE

CONTAINER volumes at Port Houston exceeded 2 million TEU year to date in June, reaching 2.16 million TEU - up 3 per cent compared to the same period in 2024. Monthly volumes at Port Houston totalled 331,864 TEU a 2 per cent decline from June last year, reports London's Port Technology International. Resin exports remain a key driver of activity, with the port handling 60 per cent of the US resin export market. Loaded container exports rose 16 per cent year over year (YoY) in June, while loaded imports declined 9 per cent. Starting August 1, the port will implement a dwell fee for refrigerated import containers (reefers) that remain at its terminals beyond a designated time, aimed at improving yard efficiency. General cargo volumes at public terminals increased 6 per cent year to date (YTD). Steel imports rose 3 per cent, totalling 2.18 million short tonnes.

(Source: Shipping Gazette)

CMA CGM HITS 4 MILLION TEU CAPACITY AS THIRD BIGGEST LINER

FRENCH shipping giant CMA CGM has officially crossed the four million TEU threshold in operational capacity, reported Singapore's Splash 247. The achievement cements CMA CGM's position as the world's third-largest container carrier, trailing only MSC (6.7m TEU) and Maersk (4.6m TEU). This latest milestone represents a quadrupling of CMA CGM's size over the past 16 years. The group, founded in 1978 and still privately owned by the Saade family, reached its first million TEU in 2009, followed by second million TEU in 2016 and its third million TEU in 2021. CMA CGM's storied growth path includes major acquisitions that reshaped its global footprint. Landmark deals include the purchase of French state-owned CGM in 1996, Australian carrier ANL in 1998, Delmas in 2005, and the high-profile acquisition of American President Line (APL) in 2016.

(Source: Shipping Gazette)

PORT OF HAMBURG ANNOUNCES US$1.29 BILLION INVESTMENT

THE Port of Hamburg has announced a EUR1.1 billion (US$1.29 billion) investment to enhance the Elbe approach to the Waltershofer Hafen and develop additional terminal yards, reported London's Port Technology International. Navigation towards the Container Terminals Buchardkai (CTB) and Container Terminal Hamburg (CTH) will reportedly be easier and faster following the enhancement. New land for terminal operations will create additional capacity and enable further modernization of container throughput operations. Ninety per cent of the largest container vessels calling at Hamburg are currently handled at the Waltershofer Hafen. The turning basin will be widened from its current 480 metres to 600 metres.

(Source: Shipping Gazette)

PANAMA CANAL OPERATES WITH FULL DRAFT AMID GLOBAL TRADE SHIFTS

THE Panama Canal Authority (ACP) has confirmed that the waterway is operating at full capacity, maintaining a 50-foot draft throughout the dry season. The update, delivered during the ACP's third quarterly market call, marks a return to normal operations following prolonged drought-related restrictions in 2023 and early 2024, which had forced the ACP to limit daily transits and reduce draft allowances. The full restoration supports the transit of fully laden containers and bulk vessels and improves scheduling reliability across East-West and North-South trades, reports London's Port Technology International. ACP Chief Financial Officer, Victor Vial, reported that the authority has strengthened its financial position, reducing debt from US$2.6 billion in 2019 to $600 million in 2025.

(Source: Shipping Gazette)