NEWSLETTER

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This Issue

EXTERNAL NEWS

ASIA-EUROPE CARRIERS TO IMPOSE NEW RATE HIKE DECEMBER 1

Marine Ocean carriers on Asia-North Europe and Mediterranean trades will implement another freight-all-kinds rate increase December 1, reports New York's Journal of Commerce. The move extends a series of hikes introduced every two weeks since October. The Mediterranean Shipping Co (MSC) and Hapag-Lloyd will set Asia-North Europe FAK rates at US$3,200 per FEU. On Asia-Mediterranean routes, CMA CGM and Hapag-Lloyd will charge $4,000 per FEU, while MSC will apply $3,950 to the West Mediterranean and $3,800 to the East Mediterranean. Spot rates have risen steadily, with Asia-North Europe climbing from $1,300 per FEU on 1 October to $2,300 this week, according to Platts. Asia-Mediterranean rates increased from $1,600 to $3,000 per FEU over the same period. Analysts said aggressive blank sailings during tender season are supporting the higher prices. Carriers have announced November blanks of nearly 110,000 TEddU on Asia-North Europe and 100,000 TEU on Asia-Mediterranean, with more expected in December and January.

(Source: Shipping Gazette)

NO INJURIES IN CONTAINERSHIP FIRE AT LOS ANGELES PORT

The A fire aboard the container ship ONE Henry Hudson at the Port of Los Angeles was contained without injuries, reports New York's FreightWaves. The 8,200-TEU vessel, which had arrived from Tokyo, caught fire Friday evening while berthed at Yusen Container Terminal. The crew of 23 were evacuated safely, with two remaining onboard to assist firefighters. The Los Angeles Fire Department, Long Beach Fire Department, Port Police and US Coast Guard responded. The ship was towed to anchorage as crews continued to battle the blaze. Port operations resumed morning after restrictions were lifted. Built in 2008 and registered in Panama, the vessel operates on the Premier Alliance FP1 Pacific service of ONE, Hyundai Merchant Marine and Yang Ming. Smoke and hazardous materials prompted a temporary shelter-in-place advisory, but lifted shortly after.

(Source: Shipping Gazette)

LARGER VESSELS RESHAPE MED-NAEC TRADE LANE

Vessel capacity analysis on the Mediterranean to North America East Coast trade lane shows a sharp divergence between average and median vessel sizes, reports Copenhagen's Sea-Intelligence. The change is driven by a small number of new, larger ships rather than a broad structural shift. Sea-Intelligence plotted all vessels deployed on the trade since 2012, revealing a dense cluster of ships ranging from 800 TEU to an historical ceiling of about 9,600 TEU. In 2025, a new cluster of vessels in the 13,000-15,000+ TEU range emerged. Two of these were deployed by MSC on its EMUSA service, though the line continues to use 8,000-9,000 TEU ships. The remainder were deployed by MSC on its Dragon service, marking the first consistent use of vessels of this size on the trade. The strategy has created a two-tiered vessel size structure, with implications for North American East Coast terminals. Ports must now handle scheduled calls from much larger ships, resulting in significantly higher container exchanges per call.

(Source: Shipping Gazette)

MAERSK SHIFTS NORTH AMERICAN HQ TO CHARLOTTE

Maersk has chosen Charlotte as the new site for its North America headquarters, moving from long-time offices in New Jersey, reported New York's FreightWaves. The Danish shipping giant said the relocation will eventually add 500 jobs, bringing its Charlotte workforce to 1,300. Charles van der Steene, president of Maersk's North America region, said the decision reflects confidence in North Carolina's business climate and workforce. He added the company is investing in the state's future where innovation and opportunity align. The move could qualify Maersk for a state grant worth nearly US$8 million over 12 years, contingent on meeting job creation and investment targets, according to Governor Josh Stein's office. Maersk had extended its lease earlier this year at Florham Park, N.J., where it has been based since 2014, following three decades in Madison. The company did not specify how many New Jersey staff will relocate.

(Source: Shipping Gazette)

CHINA CONTAINERIZED FREIGHT INDEX

ROUTE	LAST PERIOD 2025/10/17	THIS PERIOD 2025/10/24
CCFI	1094.03	1122.79
(JAPAN SERVICE)	978.68	972.38
(EUROPE SERVICE)	1403.64	1432.96
(W/C AMERICA SERVICE)	846.24	850.96
(E/C AMERICA SERVICE)	967.48	963.33
(KOREA SERVICE)	479.04	469.64
(SOUTHEAST ASIA SERVICE)	871	938.95
(MEDITERRANEAN SERVICE)	1601.86	1693.74
(AUSTRALIA/NEW ZEALAND SERVICE)	1208.81	1243.23
(SOUTH AFRICA SERVICE)	1410.96	1367.25
(SOUTH AMERICA SERVICE)	678.24	661.28
(WEST EAST AFRICA SERVICE)	919.49	915.75
(PERSIAN GULF/RED SEA SERVICE)	1163.39	1287.55

EUROPEAN CARRIERS RESUME SUEZ CANAL TRANSITS

Major European shipping lines have begun trial sailings through the Suez Canal, raising concerns that increased Asia-Europe capacity could drive down freight rates, reports Seoul's Chosun Biz. CMA CGM's 18,000-TEU Benjamin Franklin became the first large containership to transit the canal since October 2023, when Houthi attacks forced carriers to reroute via the Cape of Good Hope. Other CMA CGM vessels, including the 17,859-TEU Zheng He and 16,022-TEU Jules Verne, are also scheduled to pass through. The Suez Canal Authority, which introduced a 15 per cent toll discount in May, said 229 vessels returned last month, the highest since the Red Sea crisis began. Traffic remains well below pre-crisis levels of 70-80 ships daily, with current averages at 30-35. Industry analysts warn that a full-scale return could sharply increase available capacity on Asia-Europe routes, pushing freight rates lower. Sailing via the canal shortens voyages by up to 10 days compared with the Cape route, reducing ton-miles and boosting throughput.

(Source: Shipping Gazette)

CARRIERS ADJUST SERVICES ACROSS GLOBAL TRADES

Container shipping lines have announced a series of new services and port rotation changes between late October and November 2025, reports a Kuehne+Nagel press release. CMA CGM has launched the Morocco Shuttle linking Morocco, France and Spain. Two Moroccan-flagged vessels of 1,100 TEU each will operate the butterfly service, which aims to cut CO2 emissions by up to 75 per cent compared with truck transport. Gemini Cooperation will adjust its US1 service from December 11, replacing Charleston with Savannah as the first US discharge port. The change is expected to reduce transit time to Savannah by five days. ONE has introduced the Maldives Feeder service connecting Colombo and Male, with the first sailing was October 31. Hapag-Lloyd has also started the Malaysia Singapore Feeder, deploying the 1,930-TEU Nordseraphina on a weekly rotation from October 28. CMA CGM has revised its EUROMAR service by adding Agadir, Tilbury and Rotterdam to the rotation from November 3.

(Source: Shipping Gazette)

SHIPPING ALLIANCES RESHAPE GLOBAL CONTAINER MARKET

Major container shipping alliances have undergone a significant restructuring since February 2025, with Ocean Alliance now leading capacity, MSC pursuing an independent strategy, and Gemini Cooperation emerging as a new force, reported Queensland's CZapp. Ocean Alliance, comprising CMA CGM, Evergreen, Cosco and OOCL, has consolidated its position as the largest grouping with more than 9.5 million TEU. CMA CGM alone has ordered 130 new ships totalling 1.7 million TEU, while Cosco expects 80 vessels with 1.2 million TEU. Evergreen has more than 40 ships on order, adding 660,000 TEU. The alliance, active since 2017, is expected to retain its leading role. MSC, the world's largest carrier by fleet size, has opted to operate outside alliances. Its ships can move more than seven million TEU, supported by an orderbook of 2.1 million TEU. The company offers over 1,500 direct port combinations, giving customers wide flexibility.

(Source: Shipping Gazette)

LA-LB PORTS SIGN PHASED EMISSIONS DEAL WITH REGULATOR

The ports of Los Angeles and Long Beach will implement a three-phase emissions reduction plan over the next decade under a cooperative agreement with the South Coast Air Quality Management District (AQMD), reports London's S&P Global. The agreement requires the ports to develop charging and fuelling infrastructure and invest in zero- or near-zero-emission trucks, locomotives and cargo-handling equipment. AQMD will monitor progress through annual reports. The phased approach replaces the agency's earlier Indirect Source Rule (ISR), which stakeholders said offered limited input from the transport sector. The new plan allows for flexibility and technological adaptation. Venessa Delgado, chairwoman of AQMD's board, said the agreement marks a milestone in the region's commitment to cleaner air. The plan has been in development for more than a decade. Industry leaders welcomed the agreement's realistic timelines. Robert Loya, chief executive of the Harbor Trucking Association, said the cooperative model avoids rigid regulation and supports cargo growth. Mike Jacob, president of the Pacific Merchant Shipping Association, said the transition to zero emissions is complex and costly. He noted the agreement allows room for technological failure before success.

(Source: Shipping Gazette)