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HAPAG-LLOYD BUYS ISRAEL'S ZIM FOR US\$4.2 BILLION

German shipping company Hapag-Lloyd has agreed with Israeli private equity fund FIMI Opportunity Funds to acquire Haifa-based Zim Integrated Shipping Services for US\$4.2 billion, reports The Times of Israel. Hapag-Lloyd will purchase 100 per cent of Zim's shares at US\$35 per share in cash, a 58 per cent premium on the firm's price on 13 February. Zim operates 145 ships, including 130 container vessels. Under the deal, FIMI will take ownership of Zim's Israel operations and form New Zim, an Israeli container shipping company with 16 vessels. It will serve global trade routes into Israel to ensure supply security in emergencies. FIMI founder and chief executive Ishay Davidi said the new company would provide a stable Israeli presence and view Hapag-Lloyd as a strategic partner. New Zim will connect Israel with ports in the EU, the US, the Mediterranean and the Black Sea. Hapag-Lloyd said it signed a binding memorandum of understanding with FIMI, under which the Israeli government's golden share in Zim will be transferred to a FIMI subsidiary. Government approval is still required.

(Source: Shipping Gazette)

GLOBAL AIR CARGO DEMAND BEAT RECORDS IN 2025

Global air cargo demand reached record levels in 2025, rising 3.4 per cent year on year, according to the International Air Transport Association (IATA). Capacity increased 3.7 per cent compared with 2024, while yields fell 1.5 per cent, the smallest decline in three years. IATA said yields remain 37.2 per cent above 2019 levels as supply-demand balance normalises after the pandemic. December 2025 closed strongly, with demand up 4.3 per cent and capacity up 4.5 per cent compared with December 2024. International operations grew faster, with demand up 5.5 per cent and capacity up 6.4 per cent. Asia-Pacific carriers led growth with an 8.4 per cent rise in demand, while African airlines posted six per cent. North American carriers recorded the only regional decline, down 1.3 per cent. Europe grew 2.9 per cent, the Middle East 0.3 per cent, and Latin America 2.3 per cent. Trade lane data showed a shift from Asia-North America to Asia-Europe, driven by tariff pressures and the removal of US de minimis exemptions. Europe-Asia demand rose 10.3 per cent, while Asia-North America fell 0.8 per cent.

(Source: Shipping Gazette)

MAERSK ASTRID TRANSITS SUEZ CANAL UNDER PACT

The container vessel Maersk Astrid has made its first voyage through the Suez Canal, becoming the third Maersk ship to transit since the Strategic Partnership Agreement with the Suez Canal Authority, reports Mumbai's Logistics Update Africa. Lieutenant General Osama Rabie, chairman of the SCA, said the transit reflects strengthening cooperation between the authority and the Danish group. The vessel follows the earlier passages of Maersk Sebarok in December and Maersk Denver in January. Maersk Astrid handled containers at East Port Said terminal before bunkering methanol and joining the north convoy on its voyage to Oman. The ship is 350 metres long, with a beam of 54 metres and a draught of 14.8 metres.

(Source: Shipping Gazette)

FRANCE, CHINA OPEN GREEN SHIPPING CORRIDOR

Le Havre's Haropa Port and Zhejiang Provincial Seaport Group have signed an agreement to create the first green shipping corridor between France and China, reports the UK's Seatrade Maritime News. The deal, signed in Shanghai, involves Bureau Veritas, China Waterborne Transport Research Institute, MSC and TiL. It aligns with the IMO's 2023 decarbonisation strategy, the Paris Agreement, the UN 2030 Agenda and the Clydebank Declaration. China is Haropa's largest trading partner, accounting for 30 per cent of its container traffic. Ningbo Zhoushan Port, the world's biggest by cargo tonnage, represents 22 per cent of this volume. The agreement covers shore-side electricity for vessels, electrification of terminals and port equipment, and supply chains for alternative fuels including LNG, bio-LNG, green ammonia and hydrogen.

(Source: Shipping Gazette)

CHINA CONTAINERIZED FREIGHT INDEX

ROUTE	LAST PERIOD	THIS PERIOD
	2026/2/6	2026/2/13
CCFI	1122.15	1088.14
(JAPAN SERVICE)	951.22	963.3
(EUROPE SERVICE)	1535.03	1508.26
(W/C AMERICA SERVICE)	825.73	824.72
(E/C AMERICA SERVICE)	946.74	913.08
(KOREA SERVICE)	519.48	509.29
(SOUTHEAST ASIA SERVICE)	877.56	852.7
(MEDITERRANEAN SERVICE)	2063.48	1997.41
(AUSTRALIA/NEW ZEALAND SERVICE)	1030.68	976.59
(SOUTH AFRICA SERVICE)	1060.43	981.02
(SOUTH AMERICA SERVICE)	456.08	455.31
(WEST EAST AFRICA SERVICE)	802.52	763.58
(PERSIAN GULF/RED SEA SERVICE)	1147.78	968.75

GEOPOLITICAL RISKS TO SHIPPING SET TO ESCALATE

Geopolitical disruption is becoming the norm in global shipping, with shadow fleets, sanctions and security concerns poised to intensify, reports London's Lloyd's List. Speakers at the HACC-NACC conference in New York warned that shipping is increasingly being used as a geopolitical lever. Brian Green of International Registries said threats have evolved dramatically, while naval analyst Joshua Tallis cautioned that the industry is only "in the middle of the story". Recent US actions include the capture of former Venezuelan president Nicolas Maduro and seizure of eight tankers. Analysts said this marks a paradigm shift, with Washington and Brussels now wielding maritime sanctions as a tool of foreign policy. Venezuelan crude once carried by shadow tankers is expected to shift to compliant tonnage, leaving Russia and Iran as the main outlets for the shadow fleet. EU and UK sanctions under consideration could further isolate Russian oil, increasing demand for Russian-flagged vessels. Mr Tallis warned of a bifurcated maritime system, with Western and non-Western fleets insulated from each other. He said this dynamic could lower the threshold for confrontation. False-flagged tankers have already been seized by the US, France and India.

(Source: Shipping Gazette)

MONTREAL BOX TRAFFIC RISES DESPITE CARGO DECLINE

Container throughput at the Port of Montreal rose in TEU terms last year even as overall cargo tonnage slipped, reported Saint Petersburg's PortNews. Official figures showed total cargo tonnage fell to 12.3 million tonnes in 2025 from 12.6 million a year earlier, marking a 2.24 per cent decline. Inbound cargo edged up 0.51 per cent to 6.6 million tonnes, while outbound shipments dropped 5.23 per cent to 5.7 million tonnes, leaving an overall shortfall of 281,361 tonnes. Container throughput measured in TEUs climbed 3.62 per cent to 1,517,348 units from 1,464,320. Inbound boxes rose 129 per cent to 749,074, while outbound flows surged 6.00 per cent to 768,274. The Port of Montreal manages harbour infrastructure along the St. Lawrence River, overseeing container terminals, logistics zones and marine services linking central Canada with Atlantic and inland North American trade.

(Source: Shipping Gazette)

MAERSK, EUROGATE TO SPEND US\$1.2B ON BREMERHAVEN

APM Terminals and Eurogate will invest EUR1 billion (US\$1.2 billion) to modernise the North Sea Terminal Bremerhaven, reports London's S&P Global. The 50:50 joint venture will expand capacity from three million TEU to four million TEU and transform the site into Germany's first automated zero-emission terminal. Maersk chief executive Vincent Clerc said the investment aims to strengthen supply chain resilience and make the facility one of the most competitive in Europe's North Range. No timeline has been given for completion. The project includes electrification of equipment and use of renewable electricity, subject to approval by German regulators. Eurogate chairman Michael Blach said the investment shows confidence in Bremerhaven's long-term role in global trade. He urged the federal government to accelerate the deepening of the Outer Weser River to 13.5 metres, allowing larger ships to reach the port without tidal restrictions. Bremerhaven is a key hub in the Gemini Cooperation network of Maersk and Hapag-Lloyd, where partners have operational control of terminals.

(Source: Shipping Gazette)

PANAMA CANAL AUTHORITY SEEKS BIDS FOR 2 NEW TERMINALS

The Panama Canal Authority has invited international operators to prequalify for developing two new container terminals at either end of the canal, reports London's S&P Global. The projects, estimated at US\$2.6 billion, will be built at Corozal on the Pacific side and Telfers Island on the Atlantic side. Prequalification documents must be submitted by April 8. APM Terminals was among 12 operators that met ACP officials in October to discuss the plan. Others included Cosco Shipping Ports, CMA Terminals, DP World, MOL, PSA International, SSA Marine-Grupo Carriz, Terminal Investment Limited, ONE and Evergreen. Several already run terminals in Panama. SSA Marine operates Manzanillo International Terminals, Evergreen runs Colon Container Terminal, and PSA operates Panama International Terminal. The new facilities aim to raise Panama's annual transshipment capacity to between 5 million TEU and six million TEU, reinforcing its role as a competitive intermodal hub.

(Source: Shipping Gazette)