Scraping to increase as idle fleet remains high

Dwindling employment opportunities for older containerships have led to a record number of ships being scrapped. For the first four months of the year, 52 cellular ships of 91,000 teu have been deleted from the containership fleet. As the number of idle containership fleet continues to remain high, Alphaliner expects that scrapping will exceed 200,000 teu per year for the first time in 2009 as older tonnage is sent for demolition.

The idle containership fleet stands today at 511 ships for 1.31 Mteu against 486 ships for 1.31 Mteu one month ago, according to Alphaliner records. The idle fleet now represents 10.3% of the cellular fleet.

The non-operating owners’ share of the idle fleet continues to increase as carriers continue to redeliver ships at expiry of charters. The fleet idle for non-operating owners account reaches 305 units representing 478,000 teu (36.6% of the total idle fleet).
The outlook for non-operating owners remains negative as carriers continue to seek to return excess tonnage. Despite some volume recovery seen in a number of trades since March, demand growth remains insufficient to absorb the new deliveries due this year, estimated at 1.7 Mteu or 13% of the fleet.

Even allowing for delivery delays and slippage, the additional capacity being introduced remains significant. Scrapping is therefore a serious alternative especially as there are currently 1.05 Mteu of cellular capacity that was built before 1989 (i.e. 20 years or older).

Although the average age of ships scrapped so far this year stands at 28 years, there is an increasing number of younger ships being scrapped before they reach 25 years. With current charter rates at its lowest levels in the last 20 years, more containerships would be expected to be sent for demolition.
CMA CGM/Maersk starts joint FE/USEC services

Two joint services by CMA CGM and Maersk Line linking Asia and the US East and West Coasts will start to run this week. First announced in November 2008, the two strings are named the Columbus and Hudson loops by CMA CGM, and the TP-3/9 and TP-10 by Maersk.

The Columbus/TP-3/9 is a pendulum service encompassing two connected FE-US strings linking Japan, China, South East Asia and USEC via the Suez/Cape of Good Hope and South East Asia, China, Korea and USWC on the Pacific North West leg.

The original plan to call at Tangier to serve North and West Africa from the US East Coast, included by CMA CGM at the time of the initial announcement last year, is temporarily withdrawn as the service is currently routed via the Cape of Good Hope, thereby bypassing the Mediterranean.

Also, the Maersk’s South East Asian hub of Tanjung Pelepas has been retained at the expense of Singapore. First sailing will take place from Shanghai on 14 May with MAERSK KOLKATA. The other vessels deployed are CMA CGM VERLAINE, SEALAND WASHINGTON, CMA CGM SEATTLE, MAERSK KOBE, CMA CGM VANCOUVER, SEALAND NEW YORK, MAERSK KINGSTON, SEALAND MICHIGAN, CMA CGM KESSEL, SEALAND ILLINIOS, CMA CGM ALCAZAR and MAERSK KALAMATA.

The Hudson/TP-10 loop links China, Korea and the US East Coast via Panama, using eight ships of 4,700-5,100 teu. The service will start on 10 May with the first sailing by CMA CGM GEORGIA from Ningbo. The other vessels deployed are MAERSK DETROIT, HYUNDAI GRACE, MAERSK DANANG, CMA CGM NEW JERSEY, MAERSK DHAKA, CMA CGM VIRGINIA and MAERSK MYTILINI.

Hyundai M.M. joins the Hudson loop as a vessel provider and will also take space on the Suez leg of the Columbus (it will not participate on the Pacific North West leg). These will be marketed by HMM as the CSX (China-Savannah Express) and SNX (South China Suez New York Express) respectively.

These new services will replace:
- Maersk Line’s FE-USEC TP-3 service
- Maersk Line’s FE-USWC TP-9 service
- CMA CGM-CSCL FE-USEC PEX 1 / AAE-1 service
- CMA CGM-CSCL’s FE-WCNA Seattle Bridge / ANW-1 service
- For CMA CGM and HMM, the FE-USEC ESX / SAX service
CSCL goes alone after CMA CGM joins Maersk

Following the launch by CMA CGM and Maersk Line of the 'Columbus / TP-3/9' Loop, two joint services operated by CMA CGM and CSCL will be withdrawn, the China-PNW service (Seattle Bridge / ANW 1) and the FE-USEC service (PEX 1 / AAE 1). In their place, CSCL is to continue to serve the China-PNW and China-USEC trades with its own stand alone services (New ANW 1 and New AAE 1).

The New ANW 1 rotation is similar to the rotation of the former joint service except for the removal of the Vancouver call, now ensured through slot buying through Zim on the Grand Alliance-Zim PNX service. Besides, Zim continues to buy slots on the new ANW 1 service within the frame of the existing Zim-CSCL slot exchange agreement.

The New AAE 1 rotation is similar to the rotation of the former joint service except for the removal of the Busan call and the addition of a Norfolk call.

The CSCL's new stand alone services will be run with a total of 13 ships of 4,000-4,250 teu (5 ships for the ANW 1 and 8 ships for the AAE 1), including the eight ships running until now on the two joint loops.

MSC route FE-US 'Golden Gate' service via Suez

MSC has announced a revision of its Far East-US “Golden Gate” service. The service will be converted into a Round the World westbound operation focusing on USEC ports, transiting via Suez and Panama.

This revised GG service will employ nine ships of 5,000 teu, against eleven ships with the current rotation involving the transit via Panama both ways and a call at Los Angeles. The first sailing will occur from Busan on 6 June with the MSC EMMA.

These changes will provide improved transit times of 21 days from Singapore to New York and 33 days from Busan to New York. All cargo initially routed via the Golden Gate service to Manzanillo (Mexico) will now be routed via the FE-WCSA 'Andes' service.

The revised GG service will no longer call on the USWC (Los Angeles), which implies that the Freeport-Los Angeles segment used to relay North Europe and Med cargoes to the USWC through connections with the North Europe-USE Gulf service and the Med-USE Gulf service are replaced by new transhipment options.
MSC revamp Eur-USWC connections

Following the revisions to the “Golden Gate” service which no longer calls on the US West Coast, MSC is to organize new routings to ensure all water connections between the Europe and Med sector to the US West Coast, understood to be as follows:

- **North Europe-USWC**: The North Europe-WCSA service connects at Balboa to the recently launched Balboa-USWC ‘Puma’ service.
- **Med-USWC**: The Med-US Gulf service connects at Freeport to the North Europe-WCSA service and the USEC-Freeport-WCSA service. The Freeport-Balboa leg of these latter services is then used to relay the Med cargoes to Balboa, where a second transshipment occurs on the Balboa-USWC ‘Puma’ service.

CMA CGM confirms Bosphorus revamp

CMA CGM confirmed the launch of its New Bosphorus Express service in partnership with Maersk Line (AE-3/BEX). This joint service, reported last week, replaces the current Maersk Line’s AE-3 loop and the CMA CGM’s ‘Bosphorus Express’ transhipment service. The first sailing will occur from Dalian on 20 May with the CMA CGM BAUDELAIRE.

The French carrier has also announced a series of rate restoration exercises in the Asia-Med trades. It plans to apply a rate increase of $200/teu on the westbound Asia to Mediterranean sectors from 1 June and a further $200/teu a month later on 1 July. This move could be in anticipation of the traditional summer peak season after volumes and rates have plummeted since the fourth quarter of 2008.

It the statement announcing the BEX launch, the carrier said, “After some difficult months of economic recession in the countries bordering the Black Sea, we are starting to see some signs of recovery in the exchanged flows to and from Asia.”

MCC Transport organizes new intra-Asia IA-5 loop

MCC Transport, the APM-Maersk intra Asia arm, is to launch the IA-5, an intra Asia service connecting China, Taiwan, Vietnam, Thailand and Cambodia, using the 1,118 teu OLYMPIAN RACER and the freshly chartered 1,216 teu CARLA RICKMERS and JOCK RICKMERS.

It will replace the SKM service that was to calling at Kaohsiung, Manila, Kaohsiung, Hong Kong, Ho Chi Minh City, Sihanoukville, Laem Chabang, Ho Chi Minh City, and Kaohsiung.

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**AE-3/BEX Service Details**

<table>
<thead>
<tr>
<th>Vessels Deployed</th>
<th>10 ships of 5,000-6,500 teu</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Rotation</td>
<td>Constantza, Ilichevsk, Odessa, Damietta, Port Said, Port Kelang, Tanjung Pelepas, Dalian, Xingang, Busan, Shanghai, Ningbo, Taipei, Chiwan, Yantian, Tanjung Pelepas, Port Kelang, Aqaba, Port Said, Damietta, Istanbul-Evyap, Istanbul-Ambarli, Constantza</td>
</tr>
</tbody>
</table>

**IA-5 Service Details**

<table>
<thead>
<tr>
<th>Vessels Deployed</th>
<th>2 ships of 1,200 teu</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Rotation</td>
<td>Hong Kong, Ningbo, Shanghai, Keelung, Kaohsiung, Hong Kong, Ho Chi Minh City, Sihanoukville, Laem Chabang, Ho Chi Minh City, Hong Kong</td>
</tr>
</tbody>
</table>
OOCL, TSK, COSCO in FE-ME consolidation

Orient Overseas Container Line (OOCL), Tokyo Senpaku Kaisha Ltd (TSK Line - the intra Asia arm of NYK) and COSCO Container Lines (COSCON) have agreed to operate a new joint service on the Far East-Middle East route, branded 'Middle East Express’ (MEX). The MEX is expected to start on 17 May from Shanghai.

It will replace the current OOCL-TSK 'Middle East Asia Express’ (MAX) and the COSCO-Evergreen CPG-2 service.

Apart from TSK’s parent company NYK, five carriers currently slot on the OOCL-TSK's MAX : Emirates Shipping Line, Hapag-Lloyd, RCL, MOL and HMM. They are expected to continue to buy slots on the MEX.

The MEX will be ensured with five vessels of a nominal capacity of 7,500 teu with an effective capacity of 6,500 teu. OOCL and COSCON will provide two vessels each and TSK Line will provide one vessel. The vessels to be used will be the five COSCO's 7,500 teu units currently deployed on COSCO's transpacific China North East-WCNA service (CEN - part of CKYH), the COSCO LONG BEACH, COSCO SHENZHEN, COSCO SEATTLE, COSCO VANCOUVER and COSCO YOKOHAMA, three of which to be allocated to OOCL and TSK. These five ships will be replaced by 5,500 teu ships on the CEN, including Hanjin ships. The capacity of the CEN will then be back where it was prior to March 2009 when the 7,500 teu ships were injected

The MEX will be the second largest FE-ME dedicated service after the Maersk Line's FM-1 loop, run with six ships of 8,200-8,500 teu.

The soon obsolete MAX is operated with five vessels with a nominal capacity averaging 6,000 teu. The CPG-2 service used to operate with six ships of 3,400 teu prior to its recent downgrading

Evergreen upgrades FE-ME after COSCO departure

Evergreen Line is to alter its Far East-Middle East Gulf service (APG) in the wake of the dissolution of the joint COSCO-Evergreen CPG-2 service, which used to be ensured with six ships of 3,400 teu (although with sailing gaps).

While COSCO will continue to offer an FE-ME service in partnership with OOCL and TSK within the new 'Middle East Express’ joint service (MEX), Evergreen is to add Qingdao, Shanghai and Ningbo as well as Dammam to its existing stand alone APG service. The rotation of the APG is therefore increased by one week from 6 to 7 weeks. At the same time, the 2,800 teu ships are replaced by 3,400 teu ones.

MEX
Service Details

Vessels Deployed : 5 ships of 7,500 teu
Port Rotation: Shanghai, Ningbo, Hong Kong, Shekou, Singapore, Jebel Ali, Dammam, Singapore, Hong Kong, Shanghai.
Yang Ming set to close PN-3

Yang Ming Line is to connect the Far East to Tacoma with its transpacific PS-4 loop while its PN-3 loop, focusing on Tacoma and Vancouver, is understood to be closed. The PS-4 is to remain operated with five ships of 5,500 teu. Both services are operated within the CKYH framework.

Yang Ming/OOCL in China-Pakistan expansion

Yang Ming Line and OOCL are understood to double the capacity of their China Pakistan Express service (CPX) through the assignment of 3,000+ teu ships replacing the five 1,500-1,800 teu ships currently plying the service, including three Yang Ming ships shifted from the transpacific PN-3 loop. The CPX connects China and SE Asia to Pakistan and western India (Shanghai, Ningbo, Shekou, Singapore, Karachi, Mundra, Penang, Port Kelang, Singapore, Hong Kong, Shanghai).

Fastmed to launch Marseille-Tunis ro-ro service

Danish carrier Fastmed Line is to launch a ro-ro service connecting Marseille to Tunis, using two chartered roros, the BIRKA TRANSPORTER and BIRKA EXPORTER, offering a capacity of around 100 trailers. Fastmed Line appeared on the Tunisia sector six months ago, when it launched a container service connecting Barcelona and Valencia to Tunis in partnership with Sea Consortium, initially with a 450 teu ship, replaced in March by the 700 teu BORUSSIA DORTMUND.

Sermar Line launches new East Med service

Venice based Sermar Line is to launch a new dedicated service connecting the Adriatic Sea to Greece and Turkey and is boosting its service connecting the Adriatic Sea to the Near East. The new Adriatic-Turkey-Greece service connects Koper, Venice and Ravenna to Istanbul, Izmir, Thessaloniki and Volos, using the 323 teu MARJESCO, offering sailings every 13 days.

The Adriatic Sea-Near East service continues to connect Venice, Koper, Ravenna to Alexandria, Beirut, Lattakia, Tartous, Mersin and Limassol with two ships of 500 teu. One of the two ships, VALENCEIA (508 teu), was recently chartered to replace the MARJESCO. The VALENCEIA joins the similar MELODY on this service.

The Sermar service used to be ensured with two ships of 320 teu until November 2008 when a first 500 teu ship was phased in.
Hanjin sinks to 1Q net loss of $191M

Hanjin Shipping has reported a net loss of -$191 M for the first quarter of 2009 compared to a profit of $92 M for the same period last year. Operating profits for the group dropped to -$177 M from a profit of $116 M last year. Significantly, the group reported EBITDA of -$110 M in the first quarter, reflecting a negative cashflow situation. Its gearing ratio has risen to 172% from 156% at the end of December 2008.

Total sales fell 39% to $1.266 Bn, which the carrier attributed to the “global recessionary pressure”. Both the liner and bulk shipping operations reported drops and losses were recorded at both the operating income and operating cashflow level (i.e., before depreciation charges), a dramatic turnaround from the profits recorded a year earlier.

The liner operations saw revenue fall by 36% on the back of a 26% drop in liftings and a 14% reduction in average rates. Falling volumes were reported in all tradelanes, with the Transpacific trade suffering the highest drop of 35%.

Hanjin Shipping Liner Liftings 1Q2009 vs 1Q2008

<table>
<thead>
<tr>
<th>Trade</th>
<th>Liftings (teu)</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1Q2009</td>
<td>1Q2008</td>
<td>Change</td>
</tr>
<tr>
<td>Trans-Pacific</td>
<td>288,929</td>
<td>444,913</td>
<td>-35%</td>
</tr>
<tr>
<td>Asia/Europe</td>
<td>229,946</td>
<td>268,146</td>
<td>-14%</td>
</tr>
<tr>
<td>Transatlantic</td>
<td>25,814</td>
<td>32,445</td>
<td>-20%</td>
</tr>
<tr>
<td>Intra-Asia</td>
<td>83,910</td>
<td>101,227</td>
<td>-17%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>628,599</td>
<td>846,731</td>
<td>-26%</td>
</tr>
</tbody>
</table>

The carrier said that it had taken cost saving measures in bunker consumption, charter rates and various logistics expenses but these were insufficient to prevent losses for the first quarter due to “declining Trans Pacific volume, lower Asia-Europe rates, and laying up ships.”

The company expects continued weakness in the second quarter, in which it “foresees that weakening market fundamentals such as increasing supply and slowdown in demand will continue to negatively affect the container shipping industry”. It also expects the “drop in rates to slow down as more ships are laid off and service lanes are shuffled to increase efficiency.”

It plans to continue to reduce costs by adjusting the delivery timing of the newbuilt vessels and optimizing the service lane management. It has taken delivery of three 4,300 teu ships this year and has a further five 8,600 teu and five 10,000 teu due for delivery in 2010. In addition, it has nine 13,100 teu units committed on long term charter from MPC due in 2011-2012 and three 10,100 teu ships from Danaos due in 2011.
Hapag Lloyd 1Q operating losses at €222 M

In its last quarterly result announcement as a wholly owned subsidiary of TUI AG, Hapag Lloyd reported an operating loss of €222 M ($295 M) compared to a profit of €18.5 M a year ago. The net loss after tax is estimated to be €245M ($325 M).

Hapag Lloyd recorded a 23% decline in revenue to €1,118.9 M in the first quarter. This was attributed primarily to a 15% fall in volumes and a 14% fall in freight rates which was partially offset by a 13% rise in the US dollar exchange rate against the Euro.

The volume reduction was seen across all tradelanes with the Transatlantic and Australasia sector witnessing the largest falls. Meanwhile the Asia-Europe sector saw the worst rate deterioration, with average revenue falling by 36% in that sector, which was a result of both a reduction in freight rates as well as surcharges including bunkers.

Surprisingly, Hapag Lloyd managed to secure a 4% increase in average rates in the Transpacific trade, which it attributed to the first time implementation of bunker surcharges over the course of 2008.

Hapag Lloyd Operating Highlights 1Q2009 vs 1Q2008

TUI said that the first quarter results for Hapag Lloyd “fell short of expectations” and it expects to continue to be unprofitable for the full year.

Separately TUI recorded a €990 M book profit on the sale of Hapag Lloyd in the first quarter. The container shipping activities of German carrier was sold to the Hamburg based consortium “Albert Ballin” Holding GmbH & Co. KG on 23 March 2009. TUI retains a 43.3% stake in “Albert Ballin” following the sale.

From the second quarter of 2009 onwards, TUI will no longer consolidate Hapag Lloyd’s operating results into its accounts and will instead recognise it at the equity level.

In its quarterly disclosure, TUI also reported that Hapag Lloyd had cut 217 jobs compared to a year ago - this came despite assurances provided earlier that jobs would be protected when it fended off a rival bid from Singapore-based NOL last year.
Taiwanese carriers’ 1Q results negative

The three publicly listed Taiwanese carriers all suffered losses in the first quarter.

Evergreen Marine Corp. recorded a net loss of NT$2.74 Bn ($83 M) while Yang Ming Marine Transport Corp. announced a first quarter loss of NT$3.09 Bn ($93 M). Both of these carriers made a profit in the corresponding period last year. Meanwhile Wan Hai Lines reported a marginal net loss of NT$149 M ($4.5 M) against a loss of NT$104 M last year.

Each of the carriers suffered significant drops in revenue, with Evergreen’s revenue falling most sharply, with a 40.6% reduction. However, Evergreen’s publicly published results are not consolidated with the other shipping interests of the Evergreen Group which includes Evergreen International S.A., Gaining Enterprise S.A., Greencompass Marine S.A., Italia Maritima S.P.A., Evergreen Marine (UK) and Evergreen Marine (Hong Kong). It is therefore difficult to make a direct comparison of Evergreen’s financial results with other carriers.

Taiwanese carriers 1st Quarter 2009 financial highlights

<table>
<thead>
<tr>
<th>Carrier</th>
<th>Evergreen Marine Corp</th>
<th>Yang Ming</th>
<th>Wan Hai</th>
</tr>
</thead>
<tbody>
<tr>
<td>In NT$ M 1Q09</td>
<td>1Q08</td>
<td>1Q09</td>
<td>1Q08</td>
</tr>
<tr>
<td>Revenue</td>
<td>3,626</td>
<td>6,107</td>
<td>17,851</td>
</tr>
<tr>
<td>Operating Inc</td>
<td>-99</td>
<td>600</td>
<td>-3,401</td>
</tr>
<tr>
<td>Net Income</td>
<td>-2,738</td>
<td>367</td>
<td>-3,088</td>
</tr>
</tbody>
</table>

This drop in first quarter performance follows the announcement earlier of the full year results of 2008 which also showed significant deterioration in operation performance. Although the full year results of the three Taiwanese carriers were positive, the net profits of all three carriers for 2008 were down by more than 90% compared to 2007.

Taiwanese carriers Full Year 2008 financial highlights

<table>
<thead>
<tr>
<th>Carrier</th>
<th>Evergreen Marine Corp</th>
<th>Yang Ming</th>
<th>Wan Hai</th>
</tr>
</thead>
<tbody>
<tr>
<td>In NT$ M 1Q09</td>
<td>1Q08</td>
<td>1Q09</td>
<td>1Q08</td>
</tr>
<tr>
<td>Revenue</td>
<td>22,437</td>
<td>27,844</td>
<td>117,134</td>
</tr>
<tr>
<td>Operating Inc</td>
<td>-361</td>
<td>2,057</td>
<td>-938</td>
</tr>
<tr>
<td>Net Income</td>
<td>639</td>
<td>10,382</td>
<td>547</td>
</tr>
</tbody>
</table>

These results mirrors a growing trend of negative losses reported by the main ocean carriers for the first quarter of 2009. The combined losses of the Top 20 carriers are expected to reach more than $4 Bn collectively.
CMA CGM CENDRILLON (8,465 teu) delivered

CMA CGM is to receive the CMA CGM CENDRILLON, first of a series of six ships of 8,465 teu ordered in May 2007 at Samsung. The CMA CGM CENDRILLON is to join the Asia-Med run as the CMA CGM contribution to the Maersk-CMA CGM joint service (AE-11) recently set up within the frame of a new vessel sharing agreement.

MSC NAJWA (4,254 TEU) is delivered

MSC is to receive the MSC NAJWA, fourth of six units of 4,254 teu initially ordered in Spring 2005 by Conti Reederei at Zhejiang Shipbuilding and later purchased by MSC. The MSC NAJWA is to join the FE-WCSA service operated by MSC and CCNI with Hamburg Süd as co-loader (69822). She follows the MSC ANGELA, delivered in August 2008 (See related news).

Seaspan receives CSAV LUMACO (4,253 teu)

Seaspan Corporation, the listed arm of Canadian Group Seaspan, is to receive the CSAV LUMACO, second of a series of four ships of 4,253 teu ordered in April 2007 at the Jiangsu Yangzijiang shipyard, and backed by a six year charter from CSAV.

The CSAV LUMACO is to join CSAV's Asia-South Africa-ECSA service (ASAX). She follows the CSAV LONCOMILLA, delivered two weeks ago.

NYK MARIA (2,664 teu) is delivered

NYK is to receive the NYK MARIA, sixth of a series of ten ships of 2,664 teu, ordered in several steps at the STX Shipyard. She is assigned to the NYK’s FE-WCSA ‘ALEX-NEO’ service. She follows the NYK LAURA, delivered in March.

WAN HAI 172 (1,713 teu)

The China Shipbuilding Corp. (CSBC - Taiwan) has delivered the WAN HAI 172 to interests linked to Wan Hai Lines. The WAN HAI 172 was initially ordered by and built for Cido Shipping as OCEAN BRIDE and was purchased by Wan Hai related interests together with the OCEAN VICTORIA, delivered in March as WAN HAI 171. The WAN HAI 172 is the tenth unit in a series of 15 ships of 1,713 teu ordered by Cido between February 2005 and mid-2006. She starts her career with a temporary employment on the Japan-Thailand service (JTT).
DP World/Flinders sign Adelaide JV

DP World and Flinders Ports, the South Australian port operator, have announced a new partnership arrangement at the port of Adelaide. The two companies have entered a joint venture partnership in DP World Adelaide, with DP World holding 60% and Flinders Ports 40% for a new 30-year concession for DP World’s container terminal operations in Adelaide that will last until April 2039.

Flinders Ports is responsible for the development, management and operation of Port Adelaide and six other ports in South Australia under a 99-year land lease from the government that was granted in 2001. It had outsourced the operation of the container terminal in Adelaide to DP World under an earlier Operating Agreement with Flinders Ports until 30 April 2014.

DP World also operates terminals in Brisbane, Sydney, Melbourne and Fremantle. These terminals were part of the P&O Ports’ interests in the Australian ports that were acquired in 2006.

The approval for the Adelaide JV was granted last September by the Australian competition and antitrust authority. Clearance was granted on the condition that Flinders, in its role as the general port manager, may not prevent other companies from starting a rival box terminal at Adelaide in the future. This was on the consideration that while a second container terminal at Port Adelaide is unnecessary in the short term, new entry was still likely to occur within the 30 year term of the joint venture.

Five deep sea full container services currently call at Adelaide, as well as local services and multipurpose services. Throughput at the port grew 12.3% in 2008 to 215,000 teu, largely due to strong export volumes and empty container handling. However, volumes in the first quarter of 2009 have dropped by about 15%, as imports have fallen dramatically by 26% while exports fell by 8%.

Adelaide has recently handled it largest containership ever, the 5,443 MSC CONFIDENCE, deployed on the Australia-Asia-Europe leg of the MSC’s Euro-Australia pendulum. Regular calls in the past were restricted 4,300 teu, such as ANL’s 4,250 teu units employed on the ‘Austria Asia Express’ (AAX) or some other units deployed by MSC.
MSC extends Charleston contract

The South Carolina State Ports Authority (SCSPA) and MSC have signed a new five-year extension to the carrier’s contract, lengthening its commitment in Charleston to 2017. Charleston could handle MSC’s 6,700 teu ships that are deployed on the carrier’s trans-Atlantic services.

The port’s liftings fell 6.8% to 1.69 Mteu in 2008 compared to existing capacity that can accommodate 2.6 Mteu. It has been hit by the volume slowdown and volumes at the port have declined in the last three years since reaching a peak of 1.99 Mteu in 2005. However, plans are still in place for a new 113 hectare container terminal at the North Charleston Navy yard, with the first phase slated to open in 2014.

There are currently five MSC’s weekly services calling at Charleston, according to Alphaliner records:

- North Europe-US Gulf service (7 x 4,000 - 6,000 teu)
- Med-USEC service (6 x 4,100 - 5,000 teu)
- USEC-ECSA loop 1 (7 x 3,000 - 4,500 teu)
- USEC-WCSA service (6 x 4,000 - 4,800 teu)
- USEC-South Africa service (8 x 2,000 - 3,000 teu)