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## Maersk opts for rail crossing on a north-south service to bypass Panama Canal

Maersk will no longer transit vessels through the Panama Canal for its OC1 service connecting Oceania and the US East Coast due to drought-related capacity issues. Instead, they'll utilize a 50-mile rail service across the Isthmus of Panama. The OC1 service will be split into two loops, with the Pacific loop handling northbound cargo drop-offs at Balboa port.

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## Maersk unveils World's biggest Methanol-powered container ship

AP Moller-Maersk unveils Ane Maersk, the world's largest methanol-powered container vessel, capable of carrying 16,000 containers. Departing from South Korea, it will sail to various destinations including China and Europe. This initiative supports Maersk's commitment to reducing emissions and advancing sustainability goals.

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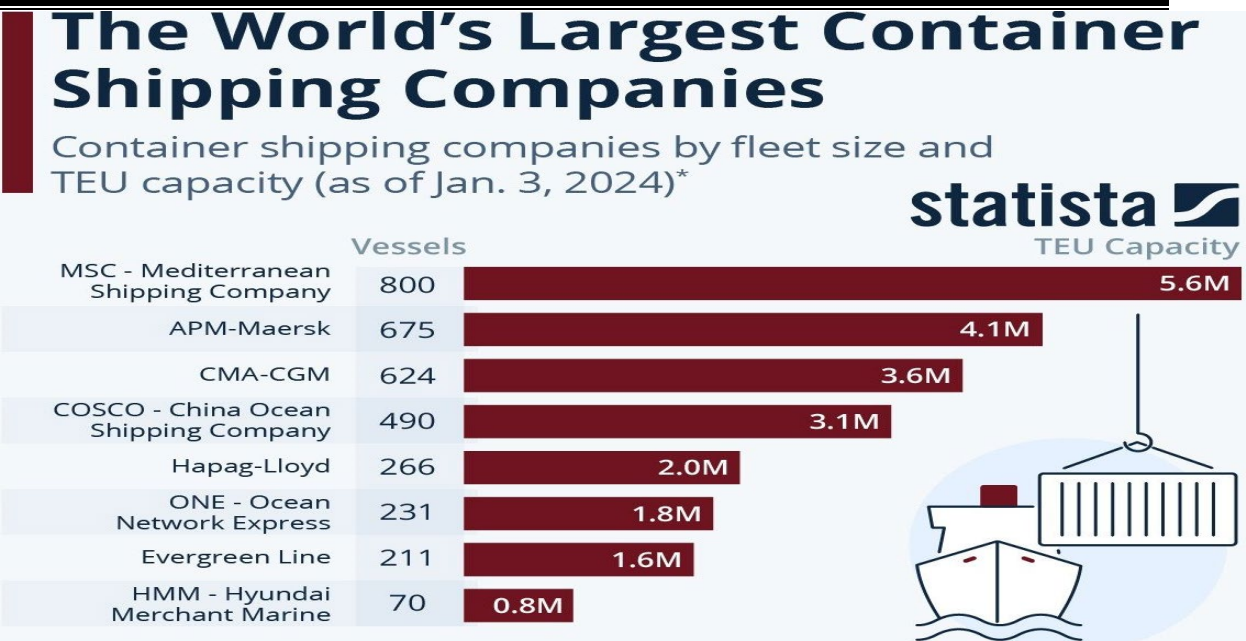
## Adani Ports gets NCLT approval for acquisition of Gangavaram Port

Adani Ports (APSEZ) has gained NCLT approval to acquire the remaining 58.1% stake in Gangavaram Port Limited (GPL), making GPL a wholly owned subsidiary. CEO Karan Adani sees this as a pivotal step in strengthening APSEZ's position in India's transport sector. The acquisition, priced at around Rs 6,200 crore, is expected to boost GPL's cargo volume and drive industrial growth in Andhra Pradesh.

## Hapag-Lloyd acquires British logistics company ATL

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ATL, a private firm founded in 2008, reportedly has a fleet of 120 contemporary trucks owned by the company and a network of over 100 more trucks provided by committed subcontractors. The whole owned truck fleet has an average age of less than two years and a minimum emissions requirement of Euro 6. Furthermore, the corporation has approximately 250 skeleton, sliding, genset, and multi-function trailers. ATL will remain a separate company and brand, with the existing management team continuing to serve all clients in accordance with existing contractual commitments

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## World's largest container shipping companies.

MSC (Mediterranean Shipping Company): Sailing through challenges, MSC stands tall as a pivotal player connecting continents and fostering international trade partnerships.

Maersk Line: Leading the charge with innovation and sustainability, Maersk is not just a company; it's a maritime force shaping the future of logistics.

CMA CGM Group: As a powerhouse of container shipping, CMA CGM orchestrates seamless supply chain solutions, propelling businesses forward.

COSCO Shipping: Anchored in excellence, COSCO is a beacon of efficiency and reliability in the vast waters of global commerce.

Hapag-Lloyd: Navigating the waves of change, Hapag-Lloyd is a symbol of adaptability and resilience in the ever-evolving world of container shipping.

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## France's CMA CGM to buy UK logistics firm Wincanton for \$700 mln

CMA CGM is buying British logistics company Wincanton for around \$700 million in cash. This acquisition expands CMA CGM's logistics presence into the UK's supermarket sector. Wincanton, operating across 170 sites in Britain and Ireland, brings expertise in warehousing management and grocery to CMA CGM. The deal follows CMA CGM's recent acquisitions, including a bid for Bollore's logistics unit. The offer represents a 52% premium to Wincanton's closing stock price. Wincanton's board plans to recommend shareholders accept the bid, leading to the company's delisting from the stock market.

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## APM Terminals' new online portal streamlines hazardous documentation management for shipping lines

APM Terminals unveils HazDV, an online portal simplifying hazardous cargo management for shipping lines. This tool streamlines documentation, reduces errors, and ensures compliance with safety standards. Rolled out in US terminals, HazDV enhances safety and efficiency across APM's global network.

## From UK to Peru, every nation wants to sign FTA with India to gain access to growing market

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India's booming market attracts global interest for free-trade agreements (FTAs). Countries like Oman, Peru, Europe, and the UK eye these deals for access to India's market with reduced import duties. However, while negotiations proceed, a report suggests limited export growth for India due to low import duties in partner countries like the UK, Canada, and the USA. To mitigate impacts on local businesses, the report proposes strategic negotiation tactics, including sectoral agreements with developing nations.

## Italian container line Kalypso files for bankruptcy amid ongoing conflict b/w Israel and Hamas

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Italian startup container line Kalypso has declared bankruptcy due to plummeting freight rates and service disruptions, notably to Israel. Launched in 2021 by Rif Line, it initially operated between Asia and Italy before expanding to include a transatlantic route to New York. However, weak demand led to the abandonment of its Europe to US East Coast service in 2023. Facing financial trouble compounded by a ship arrest and creditor claims, Kalypso is undergoing resolution proceedings managed by a consultancy.

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## World’s largest container ship, OOCL Valencia embark its trial Voyage

The OOCL Valencia, the world’s largest container ship, has begun its trial voyage from Nantong, China. This marks the first completion of such a vessel in China in 2024. Constructed by a Nantong-based company, it boasts a capacity to carry 24,188 twenty-foot container boxes, showcasing China’s advanced shipbuilding capabilities. Following the successful delivery of the OOCL Spain in March 2023, the OOCL Valencia demonstrates China’s leadership in the global shipping industry with its innovative technologies.

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## APM inks deal to build Louisiana box terminal to rival MSC project

APM Terminals plans to construct a new post-Panamax container ship terminal in Louisiana, partnering with the Port of Plaquemines. They aim to lease 200 acres of land for 30 years on the west bank of the Mississippi River. The terminal will handle container ships up to 14,000 TEUs. APM will fund the project independently.

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## MSC pulls Indian strings to USEC, Mediterranean amid Red Sea sailing chaos

Mediterranean Shipping Co. has made significant changes to its ocean services from India due to schedule pressures linked to the Red Sea shipping crisis. The carrier has ceased its "Indusa" service between West India and the US East Coast. The weekly service, which began in September 2020, included ports like Mundra, Nhava Sheva, Colombo, Valencia, New York, Savannah, Norfolk, and Mundra. Cargo loads booked or planned on this route are now being diverted to MSC's "Indus" service on the same trade lane, according to local trade updates.

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## 44,000 TEUs of commodities shipped via Chabahar Port in 10 months

Chabahar Port, Iran's sole oceanic port on the Gulf of Oman, has seen increased shipment activity following upgrades. Strategically important, it facilitates maritime trade and offers significant berthing capacity. India, Iran, and Afghanistan signed an agreement in 2016 granting New Delhi access to Kabul and Central Asia via Chabahar. India has invested in modernizing equipment under a build-operate-transfer contract, marking the first 100% foreign investment in an Iranian port. Chabahar's potential as a hub for expanding economic ties across West Asia, Eurasia, and Europe is recognized by India.

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## APSEZ expands Strategic Partnership with MSC

Adani Ports partners with Terminal Investment Limited for Adani Ennore Container Terminal. This expands their successful collaboration from Mundra Port. TiL will acquire a 49% stake for Rs 247 crore, enhancing their presence in India's growing economy. AECTPL, on India's east coast, has a quay length of 400 meters and an annual handling capacity of 0.8 Mn TEUs, extendable to 1.4 Mn TEUs.

Bibliography: - [www.sea-intelligence.com](http://www.sea-intelligence.com) || [www.container-news.com](http://www.container-news.com) || [www.shippingwatch.com](http://www.shippingwatch.com) || [www.porttechnology.org](http://www.porttechnology.org) || [www.economictimes.indiatimes.com](http://www.economictimes.indiatimes.com) || [www.indiashippingnews.com](http://www.indiashippingnews.com) || [www.theloadstar.com](http://www.theloadstar.com) || [www.thehindubusinessline.com](http://www.thehindubusinessline.com) || [www.aircargonews.net](http://www.aircargonews.net) || [www.dhl.com](http://www.dhl.com) || [www.containerstatistics.com](http://www.containerstatistics.com) || [www.globalmaritimehub.com](http://www.globalmaritimehub.com) || [www.livemint.com](http://www.livemint.com) || [www.visualcapitalist.com](http://www.visualcapitalist.com) || [www.seatrade-maritime.com](http://www.seatrade-maritime.com) || [www.reuters.com](http://www.reuters.com) || [maritimeanalytica.substack.com](http://maritimeanalytica.substack.com)