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## DP World and Canadian fund commit additional \$4.5bn to port investment platform

Dubai-based port operator DP World and its Canadian partner Caisse de dépôt et placement du Québec (CDPQ), an institutional investor, have committed an additional \$4.5bn investment to expand the ports and terminal network they own and operate. The additional funds will raise the combined investment by the two parties to \$8.2bn. DP World owns 55% of the investment platform while CDPQ holds the remaining 45%. Since its launch in December 2016, the platform has invested in 10 terminals globally and across various stages of the asset life cycle. DP World will use the fresh funds to expand its footprint in existing geographies, as well as new regions such as Europe and Asia Pacific. The investment platform will pursue its deployment and diversification objectives by expanding across a wider part of the integrated marine supply chain, such as logistics services linked to terminals. "The opportunity landscape for the port and logistics industry is significant and the outlook remains positive as consumer demand triggers major shifts across the global supply chain," said Sultan Ahmed Bin Sulayem, group chairman and CEO of DP World.

## APMT Pipavav to launch open bidding process in search for expansion partners

APM Terminals (APMT) has said deals for the expansion of its terminal in Pipavav, India, will be struck through an open bidding process and that cargo traffic will determine which suppliers it works with. In a statement APMT Pipavav said it would open "a transparent procurement process, be it equipment or yard works" as it looked for suppliers. Additionally, it said it was too early to tell or speculate which suppliers it would work with as it looks to improve operational efficiency and capacity. APMT announced its proposed expansion Rs 700 crore (\$954.8 million) expansion at Pipavav had been approved by the company's board in August 2020. The expansion is meant to increase the container's capacity to 1.6 million TEU from its current capacity of 1.35 million TEU. Furthermore, it said the expansion will help it accommodate the largest vessels in the world and cut transit times through its proposed Western Dedicated Freight Corridor (DFC), which is yet to launch. As it stands the terminal has four rail mounted gantry (RMG) cranes, 20 rubber tyre gantry (RTG) cranes and eight post-panamax quay cranes.

## THE Alliance blanks sailings due to Golden Week, Covid-19 in October

Container shipping grouping THE Alliance will be blanking 25 services in October in response to the Chinese Golden Week and the ongoing impact of the Covid-19 pandemic. THE Alliance, which comprises container lines, Hapag-Lloyd, HMM, Ocean Network Express (ONE), and Yang Ming, said that while its Asia – North Europe FE4 loop was temporarily suspended it had been deploying an extra loader service since Week 30, and this would be voided in weeks 40 and 41. Also on Asia – North and FE2 loop sailing will be blanked in week 40, and FE3 in week 41. One the transpacific west coast all loops are reinstated in October with four services voided in week 41 and one in week 42. On the Asia – Middle East trade there would be three blank sailings in October, and the AG1 and AG3 loops would remain merged. On the transatlantic trade there would be three void sailings. "Throughout the Covid-19 outbreak, THE Alliance has acted swiftly and spontaneously to keep supply chains moving, and will continue doing so. The members of THE Alliance would like to thank their respective customers for their kind understanding and continuous support during these unprecedented times," ONE said.

## Mega container ship HMM Gdansk calls at Jebel Ali port

Global trade enabler DP World's flagship Jebel Ali Port welcomed HMM Gdansk, one of the world's largest container vessels, which is now on the return leg of her maiden international voyage between the Far East and Europe. Jebel Ali is the only port in the Arabian Gulf region connected to the arterial FE3 (Far East 3) loop with the ability to accommodate mega vessels, a statement said. HMM Gdansk is 400 metres long and has a capacity of 24,000 TEUs (twenty-foot equivalent container units). The vessel and its crew led by Captain Hyungik Cho were welcomed by DP World UAE Region, and other officials from Jebel Ali Port. The landmark mega carrier arrived from DP World's London Gateway at the port before sailing to Singapore, her next call in a journey that began in Busan, South Korea on 29 June, with calls at Yantian, Hong Kong, Hamburg, Rotterdam and Antwerp. Jebel Ali is one of the few ports on the Gulf that can accommodate mega vessels with the capability to handle ten at a time. It has a total handling capacity of 22.4 Million TEU and the visit underscores its capability as the region's premier gateway port on the Asia-Europe sea trade route.

## Greek shipowners control over 20% of global fleet capacity

Greece remains the global leader in shipping with over 20% of the world fleet by capacity even though the country accounts for just 0.16% of the planet's population. Greek shipowners control 20.67% of the global shipping capacity and 54.28% of capacity in the European Union, the Union of Greek Shipowners (UGS) reports in its latest annual report. Released 7 September, the report highlights that between 2007 and 2019 the Greeks more than doubled the shipping capacity of their fleet; they have invested to a great extent in new and energy-efficient vessels, taking the average age of the Greek-owned fleet to 9.17 years, below the mean rate of the global fleet which stands at 9.61 years. Along with Singapore, China and Hong Kong, all of which have recently added to their fleets, as well as Japan, Greece completes the world's big five shipping powers. However, the EU needs to help shipping companies retain their liquidity for the continuation of their essential services through the Covid – 19 crisis and during the subsequent recovery, claims the UGS. The impact of the pandemic "has been widespread, manifold and yet not fully known", said the UGS.

## Guangzhou port and Shaoguan to jointly develop terminal project

China's Guangzhou Port and Shaoguan city in Guangdong province have signed a cooperation agreement to invest in over RMB1bn (\$146.4m) to develop a terminal project at Shaoguan port. According to the agreement, the two parties will jointly construct the terminal infrastructure at Shaoguan port, mainly including the first phase project of Baifu port area, and the expansion project of Shaoguan new port. The two projects will start construction in December 2020 and June 2021 respectively, and be completed in late-2022. Guangzhou port will take this opportunity to upgrade the shipping channel of Beijiang, a part of the main Pearl river, and accelerate the local transportation structure, according to Li Yibo, chairman of Guangzhou Port Group. Upon completion of the projects, Shaoguan port is expected to improve its logistics service capability and the connection with Guangdong-Hong Kong-Macao Greater Bay area.

## China's first sea-rail automated terminal starts construction

China's first sea-rail automated terminal has started construction at Qinzhou port, Guangxi province. The terminal will have two 100,000 tonnes-class automated container berths, with an annual design handling capacity of 1.25m teu. The berths are scheduled to come onstream in 2022. Upon the completion of the terminal, it will become the fifth automated container terminal and the first sea-rail automated container terminal in China. The two berths, located at Dalanping, Qinzhou port, are the major project of national western land-sea new channel's construction, and a key project of Beibu Gulf port to promote intelligent port construction locally. Currently, Beibu Gulf Port operates 52 container shipping routes, mainly service for domestic coastal region, southeast Asia and Northeast Asia.