

NEWSLETTER

September 2026

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EVERGREEN MARINE EXPANDS IOT REEFER FLEET

Evergreen Marine showcased its smart cold chain capabilities at Asia Fruit Logistica 2026, positioning its expanded reefer fleet as a bid to reduce spoilage and improve visibility for perishable cargo shippers. At the center of the company's presentation was a fleet of roughly 58,000 refrigerated containers, all equipped with Internet of Things (IoT) technology. According to Evergreen, each unit transmits data in real time, allowing the carrier to monitor location, temperature, humidity, and operating status around the clock. The company said the system issues automatic alerts when it detects temperature deviations, unauthorized door openings, or equipment malfunctions. That capability, Evergreen argued, shifts cold chain oversight from after-the-fact inspection to real-time exception detection—a priority for cargo owners who depend on reliability and delivery commitments to protect high-value goods.

(Source: Shipping Gazette)

MAERSK AND HAPAG-LLOYD BROADEN SUEZ RETURN AS SHIPPING NETWORK FACES OPERATIONAL STRAIN

A.P. Moller-Maersk and Hapag-Lloyd have expanded their return to the trans-Suez route, structuralizing a broader network shift as typhoons, pre-Golden Week factory rushes, and European terminal bottlenecks strain global container flows. The two ocean carriers, operating their joint East-West trade network under the Gemini Cooperation, confirmed on September 14, 2026, that four additional mainline services-AE5 (Asia-North Europe), AE11, AE12 (Asia-Mediterranean), and ME2 (India-Europe)-will switch from the Cape of Good Hope back to the Suez Canal. The expansion builds on the initial re-routing of the AE15 and AE19 services announced earlier in the month, bringing the total number of Gemini strings operating via Suez to six. Maersk and Hapag-Lloyd emphasized that the decisions follow thorough safety assessments of the Red Sea corridor. Both carriers stressed that routing options remain subject to continuous security monitoring, prioritizing crew, vessel, and cargo safety with the flexibility to revert should regional security degrade.

(Source: Shipping Gazette)

HAPAG-LLOYD BILL OF LADING UPDATES

Hapag-Lloyd has updated its bill of lading clauses, catching many shippers and freight forwarders off guard. These updates aim to align transport operations with sanctions regulations from entities like the EU, US, and UK while tightening internal compliance standards. The changes apply to cargo involving Russia, Belarus, and Iran, but their scope extends far beyond these destinations, affecting ports in 35 countries, including China, Hong Kong, Vietnam, India, South Korea, and Singapore. Historically, sanctions compliance in shipping focused on avoiding certain ports or halting cargo acceptance for specific countries. However, Hapag-Lloyd's new clauses embed compliance requirements directly into transport documents. They apply not only to directly sanctioned destinations but also to indirect transport, exports, re-exports, and imports. This means shipments involving transshipment, complex trade chains, or sensitive goods may face heightened scrutiny. Even if a shipment's destination is outside a sanctioned country, its origin, transit route, and transaction parties could trigger compliance reviews.

(Source: Shipping Gazette)

PATHWAY FOR HIGH-VALUE SHIPPING TRANSFORMATION - HONG KONG'S FIRST FIVE-YEAR PLAN

The First Five-Year Plan for Economic and Social Development of the Hong Kong Special Administrative Region (2026-2030) sets out the consolidation and elevation of Hong Kong's status as an international shipping centre as its core objective. Guided by a development philosophy centred on stabilising container volumes, increasing value, and strengthening synergies, the Plan drives Hong Kong's port toward a transformational upgrade - from a conventional "tonnage giant" to a "value port" - and positions it to build a high-value maritime services ecosystem.

(Source: Shipping Gazette)

CHINA CONTAINERIZED FREIGHT INDEX

ROUTE	LAST PERIOD 2026/9/11	THIS PERIOD 2026/9/18
CCFI	1862.18	1897.15
(JAPAN SERVICE)	972.28	992.91
(EUROPE SERVICE)	2139.54	2115.41
(W/C AMERICA SERVICE)	1642.39	1642.51
(E/C AMERICA SERVICE)	1867.19	1899.26
(KOREA SERVICE)	659.46	682.08
(SOUTHEAST ASIA SERVICE)	1074	1112.32
(MEDITERRANEAN SERVICE)	2643.21	2609.90
(AUSTRALIA/NEW ZEALAND SERVICE)	1717.24	1769.58
(SOUTH AFRICA SERVICE)	1487.1	1372.03
(SOUTH AMERICA SERVICE)	1653.24	1672.24
(WEST EAST AFRICA SERVICE)	1126.06	1109.76
(PERSIAN GULF/RED SEA SERVICE)	3669.37	4124.9

ALPHALINER REVIVES 'GIGAMAX-25' CONCEPT, SEES 27,500-TEU SHIPS VIABLE BY THE 2030S

Shipping consultancy Alphaliner has revived its "Gigamax" vessel concept, forecasting that container ships of roughly 27,500 TEU could become commercially viable during the 2030s. The projection would push past the 24,000-TEU "Megamax" ceiling that has defined the largest ships for much of the past decade, with direct implications for the freight rates, sailing schedules, and network reliability that cargo owners depend on. In its latest weekly report, Alphaliner attributed the shift to advances in ship design, rising fuel costs, and carbon pricing mechanisms. The firm first floated the "Gigamax" idea in 2021 and says renewed market optimism at the 32nd SMM trade fair in Hamburg, Germany, has brought it back into focus. Chinese shipyards, according to Alphaliner, have fielded fresh inquiries from major carriers about very large newbuildings.

(Source: Shipping Gazette)

OOCL VESSEL RESUMES SUEZ CANAL TRANSIT; COSCO SHIPPING MARKS FIRST SOUTHBOUND PASSAGE SINCE RED SEA TENSIONS

CMA On 16 September, the Suez Canal Authority announced that the ultra-large container vessel OOCL Portugal had successfully transited the Suez Canal for the first time, sailing from Belgium to China. Suez Canal Authority Chairman Osama Rabie described the passage as "significant," noting that it marks the first southbound transit by a COSCO Shipping vessel through the Suez Canal since the escalation of tensions in the Red Sea. With a maximum capacity of 24,188 TEU, the OOCL Portugal ranks among the largest container vessels in the world and operates on the Ocean Alliance NEU2 Far East-Northwest Europe service. The Suez Canal Authority confirmed that it has successfully encouraged multiple major liner carriers to resume Suez Canal transits, including CMA CGM, Maersk, MSC, Hapag-Lloyd, and COSCO Shipping Lines.

(Source: Shipping Gazette)

MAERSK ISSUES NEW EU ICS2 COMPLIANCE DIRECTIVE: "NO MRN, NO LOAD" POLICY TO TAKE EFFECT ON 30 SEP

Maersk has issued a formal compliance notice confirming that, effective 30 September 2026, a strict “No MRN, No Load” policy will be enforced for all shipments subject to EU ICS2 Entry Summary Declaration (ENS) requirements. All ocean freight destined for or transiting through the European Union that falls under ICS2 ENS declaration obligations must obtain a valid Movement Reference Number (MRN) at least 24 hours before vessel arrival at the applicable compliant port of loading. Failure to secure a valid MRN within this window will result in cargo being excluded from the loading list, with shipments potentially rolled to subsequent voyages and exposed to delays and additional costs. In alignment with the EU ICS2 regulatory framework and Maersk’s accompanying guidelines, the following common deficiencies have been identified as leading causes of ENS rejection: HS Code Compliance/ Clear Shipper Identification/ EORI Number Verification/ Specific Cargo Descriptions/ Complete Buyer and Seller Information.

(Source: Shipping Gazette)

ASIA-EUROPE RATES FALL AS SUEZ RETURNS, ASIAN CONGESTION HITS 4.3 MILLION TEU

Asia-Europe container freight rates are falling as congestion at Asian ports pushes carriers to route more services back through the Suez Canal, according to Sogese's September Europe Container Market Update. Drewry's World Container Index recorded the Shanghai-Genoa rate at US\$4,368 per 40ft container on September 3, down 10% week on week. The Shanghai-Rotterdam rate fell 5% over the same period to US\$4,092 per 40ft container. The market is also signaling more available capacity in the weeks ahead. Blank sailings on the Asia-Europe route are expected to fall from four this week to one next week, a shift that typically points to loosening supply on the corridor. For cargo owners, the movement carries a practical message: global fleet figures may no longer reflect the capacity available on a specific trade lane or at a specific port.

(Source: Shipping Gazette)

CHINA PUBLIC HOLIDAYS

China offices will be closed from October 1st, 2026 to October 7th, 2026 for China National Day Holiday, resume work from October 8th, 2026. (Qingdao, Shanghai, Ningbo, Xiamen, Shenzhen)
Hong Kong office will be closed on October 1st, 2026 for China National Day Holiday, and resume work from October 2nd, 2026.