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Global Maritime Trade & Transport

ZIM discloses terms of \$4.2B acquisition deal by Hapag-Lloyd



German container line Hapag-Lloyd announced on Monday that it signed an agreement to acquire 100% of the outstanding shares of Haifa-based container liner company Zim Integrated Shipping Services after the approval by the relevant bodies of both parties.

The acquisition is to be carried out by way of a merger of an Israeli subsidiary of Hapag-Lloyd with ZIM, with ZIM continuing to exist as a new, wholly-owned subsidiary of Hapag-Lloyd. ZIM confirmed that it has entered into a merger agreement, under which Hapag-Lloyd will acquire the company for \$35.00 per share in cash.

The consideration is to be \$35.00 per ZIM share in cash, with the total consideration amounting to approximately \$4.2bln. The transaction will be financed from Hapag Lloyd's cash reserves and external financing of up to \$2.5bln.

The combined company will control more than 400 vessels, with capacity exceeding 3 million teu, and projected annual cargo volume above 18 million teu by 2027.

The transaction has been unanimously approved by ZIM board of directors and is expected to close by late 2026, subject to approval by ZIM shareholders and upon satisfaction of customary closing conditions, including approvals by regulatory authorities and the State of Israel pursuant to the requirements of the Special State Share.

Until the closing of the transaction, Hapag-Lloyd and ZIM will remain separate independent companies and will continue to maintain "business as usual."

In connection with the transaction, Hapag-Lloyd has entered into a binding memorandum of understanding with Israeli private equity fund FIMI, under which the Special State Share held by the State of Israel in ZIM is intended to be transferred to a newly created subsidiary of FIMI, subject to approval by the State of Israel.

FIMI will create a new container-network operator and liner-service provider, "New ZIM," with owned tonnage, incorporated in Israel.

The new business, operating under the ZIM trademark, will be owned and run by FIMI, supported by a long-term strategic partnership with Hapag-Lloyd, which includes commercial support for the initial period to allow structured commencement of operations.

According to Hapag-Lloyd, twelve ships and the assets required for the operation of three trade routes are to be transferred from Hapag-Lloyd or ZIM to the new company.

The combination of the two carriers further strengthens ZIM's global market position, with greater customer offerings via an expanded global network on Transpacific, Intra Asia, Atlantic, Latin America and East Mediterranean trades, complemented by Hapag-Lloyd's participation in the Gemini network.

FIMI's newly formed Israeli liner company, "New ZIM," with a fleet of 16 vessels and a focus on directly connecting Israel to major ports in the EU, US, Mediterranean Sea and Black Sea will have access to Hapag Lloyd's Gemini network.

The "New ZIM" will receive commercial support from Hapag-Lloyd and will have access to the Gemini Network. For Hapag-Lloyd, the acquisition secures its position as the fifth-largest container shipping company worldwide.

"I am incredibly proud of the strategic transformation we have executed at ZIM over recent years, which has generated exceptional value for our shareholders," said Eli Glickman, ZIM's president and CEO. "Since I joined the company in 2017, ZIM has progressed from a position of negative equity to become an industry leader with strong financial and operational performance. Since our IPO in January 2021, we have distributed an extraordinary \$5.7 billion in dividends to shareholders. Upon completion of this transaction, total capital returned will be approximately \$10 billion, representing more than five times the company's initial market value five years ago, or approximately 45 times the capital raised at the IPO."

Over the past few years, ZIM has added to its fleet portfolio 46 new containerships, ranging from 5,300 teu to 15,000 teu. With established operations in more than 90 countries, ZIM serves approximately 33,000 customers in over 300 ports worldwide.

(Source:shippingtelegraph.com)



IMO Identifies 529 False-Flagged Ships



The International Maritime Organization (IMO) has identified 529 vessels operating under false flags, placing ship registration fraud at the centre of next month's Legal Sub-Committee meeting (LEG 113).

The findings, circulated ahead of the session, show the number has risen since LEG 112 and underline weaknesses in global flag state verification systems. Of the 529 vessels recorded, 356 are not classed by any classification society.

The data was compiled with verification support from S&P Global and published on the IMO's Global Integrated Shipping Information System (GISIS) platform.

The list breaks down cases by claimed flag state and vessel type, covering tankers, bulk carriers, containerships and smaller craft. The issue is not limited to a single region. Submissions from governments and industry stakeholders show cases spread across Africa, Europe, the Caribbean and the Pacific.

Several states reported fraudulent websites and forged ship registries. The Netherlands identified two fake websites claiming to issue Sint Maarten certificates. Authorities confirmed 17 vessels were falsely flying the Sint Maarten flag.

France reported a bogus maritime administration webpage linked to Matthew Island, though no ships were identified in that case. Malawi uncovered a fake Malawi Ship Registry and informed INTERPOL. Its tally of falsely flagged vessels fell from 27 in September 2025 to eight at the time of reporting.

Timor-Leste and Lesotho notified the IMO that they do not operate international registries after fraudulent certificates surfaced in their names.

The United Kingdom raised concerns over vessels misusing Bermuda MMSI numbers while presenting themselves as commercial. Benin initially reported 33 falsely flagged ships after discovering a fake maritime administration website. Follow-up checks reduced the number to 13. The Gambia removed 72 ships from its registry after identifying forged certificates and imposed a moratorium on new registrations, including fishing ships, in breach of Bermuda law.

Additional submissions revealed 17 vessels broadcasting AIS details linked to Botswana, despite Botswana not operating a ship registry. Seventeen vessels were also found carrying fraudulent crew-boat certificates associated with Mali.

Guinea rejected claims that an entity called Alfa Register of Shipping had been authorised to act on its behalf. Authorities identified 39 ships flying a false Guinea flag.

Tonga's situation drew particular attention. Its international registry was terminated in 2002. The Tongan government recently stated that foreign vessels using its flag should be treated as stateless under international law. Thirteen tankers were identified in connection with the false use of the Tongan flag. (Source: Marine Insight)

Asian Maritime Industry

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Remove overstaying containers, BOC orders shipping lines



- ***The Bureau of Customs called on members of the Association of International Shipping Lines to dispose of overstaying empty containers, and strictly enforce the 90-day dwell rule***
- ***The move will "free up valuable terminal space and help ease congestion at the Manila South Harbor and the Manila International Container Terminal," BOC said***
- ***In addition to strict implementation of the 90-day container dwell time ruling, the BOC is looking into tighter supervision and regulation of empty container depots via the mandatory use of an automated inventory management system***
- ***BOC will also discuss with Agriculture officials the possibility of freeing Super Green Lane members' reefer shipments from first-border x-ray and physical inspection carried out at the designated examination area, retaining only inspection at the final point of destination***

The Bureau of Customs (BOC) called on members of the Association of International Shipping Lines, Inc. (AISL) to dispose of overstaying empty containers, and strictly enforce the 90-day dwell rule.

"The removal of these containers is expected to free up valuable terminal space and help ease congestion at the Manila South Harbor and the Manila International Container Terminal (MICT)," BOC said in a [statement](#).

Yard utilization at the MICT has been stubbornly high for the last few weeks, with some days breaching 100% for refrigerated containers. As of February 20, the MICT yard use for reefers was at 94.76% and overall yard use at 84.45%.

The agency said Commissioner Ariel Nepomuceno wrote AISL director-president Patrick Ronas on the issue of empty containers remaining in ports beyond the allowable dwell period. AISL officials and Deputy Commissioner for Assessment and Operations Coordinating Group Atty Agaton Uvero met on Friday (Feb 20) to discuss, among others, the empty container situation that have kept yard utilization elevated in Manila ports.

In his letter, Nepomuceno reiterated the strict enforcement of the 90-day container dwell time rule under [Customs Administrative Order \(CAO\) No. 8-2019](#) (Policies on Admission, Movement, and Re-Exportation of Containers at the Seaports).

Under that order, foreign containers (whether loaded or empty) need to be re-exported within 90 days from the discharge of the last package or they will be subjected to payment of duties and taxes. Beyond 90 days, they will be considered overstaying and issued an assessment notice.

PortCalls earlier reported on the BOC's intent to [strictly enforce](#) the 90-day container dwell ruling.

According to BOC, its records show "several empty containers overstaying within port premises beyond the prescribed 90-day period." No specific volume was cited.

Outside of the terminals, space in empty container depots (ECDs) is also constrained, with some truckers complaining of days before they are able to return empties.

BOC said Nepomuceno "directed concerned shipping lines to immediately file the necessary goods declaration and/or settle the corresponding duties, taxes, and other charges" otherwise they face appropriate enforcement measures in keeping with existing customs laws and regulations.

The agency said that AISL, as a key partner in trade facilitation and port operations, was "requested to assist in notifying and coordinating with its member shipping lines to ensure the prompt movement and disposition of overstaying containers."

Other measures to tamp down congestion

In addition to strict implementation of the 90-day container dwell time ruling, the BOC is looking into tighter supervision and regulation of ECDs via the mandatory use of an automated inventory management system.

The digital system — now being worked on for possible implementation in May — requires booking of empties in ECDs, allowing the BOC to strictly monitor and generate real-time and accurate information capacity of ECDs, providing visibility over the facilities' capacity, utilization and container dwell time.

Nepomuceno will also discuss with Department of Agriculture officials the possibility of freeing Super Green Lane (SGL) members' reefer shipments from first-border x-ray and physical inspection carried out at the designated examination area, retaining only inspection at the final point of destination.

The proposal is welcomed by the SGL Association, with president Cris John Garcia saying this "would free up reefer plugs faster and improve overall yard utilization, without compromising regulatory controls."

AISL in an earlier release attributed the high yard utilization to "a convergence of seasonal, operational, and logistical factors observed since mid-December of last year". These factors include extended yuletide holidays that have led to delays in cargo withdrawals as well as seasonal impact of the Chinese New Year with production in many import sources significantly on slowdown due to the long holiday.

Also cited as challenges were the unprecedented surge in reefer volumes, and constraints at off-dock container depots. (Source: Ports Calls)



Rabiul for bringing radical changes to Mongla port



Shipping Minister Shaikh Rabiul Alam on Saturday said extensive changes will be made in the management of Mongla Port within the next 180 days.

He made this remarks while speaking to journalists after visiting Mongla Port for the first time after assuming office.

The minister said considering the port's importance to the national economy and foreign trade, various existing problems will be identified and discussed with the prime minister, BSS reports.

Necessary steps will be taken in line with the prime minister's directives to develop the port, which is expected to have a positive impact on employment, connectivity, and the overall economy of the region, he said.

He said the government plans to center import and export activities around Mongla Port by utilizing the vast potential of the southwestern region. If necessary facilities are ensured to fully utilize the port's capacity, Mongla Port will soon transform into a full-fledged and efficient port, he said.

Responding to journalists' questions about the revival of canceled or suspended development agreements between Mongla Port and several neighboring countries, he said the agreements will be reviewed with national interests as the top priority. Any agreements that may have harmed the country will be thoroughly evaluated before being reactivated, he said.

The minister said the government will consider the construction of a bridge on Mongla River on priority basis. Additionally, initiatives will be taken to introduce multiple train services on the Mongla-Khulna railway route by adding new rail coaches and engines in the near future, Rabiul Alam said.

Earlier, he participated in a views-exchange meeting held at the conference room of the Mongla Port Authority. State Minister for Environment, Forest and Climate Change Shaikh Faridul Islam, Shipping Secretary Dr. Nurun Nahar Chowdhury and Mongla Port Authority Chairman Rear Admiral Shaheen Rahman, along with other senior officials, were present at the event. (Source: The Asian Age)

TS Box Lines Launches NTX Service Linking North China to Thailand



TS Container Lines has announced the launch of its new NTX service, aimed at strengthening maritime connectivity between North China ports and Southeast Asia.

The service is scheduled to commence with a maiden sailing departing Laem Chabang on 30 March 2026. TS Container Lines said the NTX service is designed to improve transit times and provide additional capacity for shippers operating within the intra-Asia trade.

Service Coverage and Rotation

The NTX service will provide direct connections linking North China, South China and Thailand. The port rotation will be as follows:

Tianjin – Dalian – Qingdao – Hong Kong – Shekou – Laem Chabang – Hong Kong – Nansha

According to the carrier, the new service will support cargo flows from major industrial centres in northern China, including Tianjin and Dalian, to Southeast Asian markets, with a particular focus on Thailand.

The launch of the NTX service forms part of TS Container Lines' broader network development plans for 2026.



Two dead after cargo ship collides with fishing boat off central Japan
Ship's second officer arrested on suspicion of negligence



Two people died while 10 others suffered injuries after a cargo ship collided with a recreational fishing vessel off the coast of Mie Prefecture in central Japan on Friday, February 20.

The Japan Coast Guard said the incident occurred off Toba City at around 12:55 local time on Friday when the 499-ton cargo vessel *Shinsei Maru* struck the smaller *Kosei Maru*, causing the latter to break apart and capsize.

Kosei Maru's captain and the 12 passengers were all thrown overboard. According to the coast guard, all 13 of them had already donned lifejackets by the time their vessel capsized.

Two passengers aged 84 and 67 suffered cardiac arrest and were immediately evacuated to hospital but were later pronounced deceased. The five crewmembers on *Shinsei Maru* meanwhile suffered no injuries as a result of the collision.

The coast guard has since arrested *Shinsei Maru's* second officer, who was reportedly at the helm when the incident occurred. He is being detained on suspicion of negligence.

Hapag-Lloyd set sail for intra-Asia through Zim's Gold Star Line



Hapag-Lloyd will likely use its \$4.2 billion takeover of Zim Integrated Shipping Services as the springboard for a significant expansion of its intra-Asia business through Zim's Hong Kong-headquartered affiliate Gold Star Line.

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Hapag's existing intra-Asia coverage is limited to a series of slot charters with other shipping lines. It also utilizes intra-Asia services established by its Gemini Cooperation partner Maersk, which had several regional carriers including MCC and Sealand Asia before being consolidated within Maersk.

By comparison, Gold Star has a network of 20 liner services operated by 40 owned and chartered ships totaling 100,000 TEUs serving Asia, India and Gulf...

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Lien Chieu container port to ignite Danang's 'growth era'



DANANG: The development of Lien Chieu Port and its shared infrastructure is expected to deliver major economic benefits and become a powerful driver for Danang's sustainable growth, positioning the city as an international gateway port in central Vietnam and integrating it more deeply into global maritime transport chains in the decades ahead.

Le Thanh Hưng, head of Danang's management unit for priority infrastructure projects, highlighted the strategic importance of the Lien Chieu deep-sea port after a series of key works for the port's infrastructure project were completed by the end of December 2025.

These included a 1.17km breakwater dyke system and the dredging of a 7.3km shipping channel, paving the way for preparatory works ahead of the construction of the first two container berths, scheduled to begin in the first quarter of 2026.

"The construction of Lien Chieu deep-sea port will be one of the key pillars in the city's master plan to 2030, with a vision to 2045, when Danang's socio-economic development will be based on three main pillars: tourism, high-tech industries and the sea-based economy.

The port has been designed on an area of 450ha, including water space, with a total handling capacity of 50 million tonnes of cargo per year," Hung said.

"Lien Chieu Port will serve as the main logistics centre for the north-south railway and road systems, and as an international gateway for the central coastal region. The port will become an international gateway and a logistics hub for Vietnam, Asean and the Asia-Pacific region, as well as a key entry point to the East Sea from the sub-Mekong region."

"It will be capable of accommodating vessels of up to 100,000 DWT, with a system of berths for container ships, bulk cargo, liquid and gas carriers, barges and public port authorities, while also ensuring defence and security services," he added.

The first phase of construction will include two to four berths and piers, providing services with a capacity of between 7.5 million and 11.9 million tonnes of cargo to meet international transshipment demand by 2030.

The port has been designed with 22 berths, including eight container berths with a capacity of 18,000 twenty-foot equivalent units (TEUs).

Construction of the first two berths will focus on international container shipping services, reflecting Lien Chieu's role as a major commercial port in the region and one of the key gateways to the East Sea from the sub-Mekong region.

He revealed that two investor groups had submitted bids. One is a partnership between local Hateco Group and the Netherlands' APM Terminals B.V., while the other brings together Vietnam Maritime Corporation and Terminal Investment Limited Holding of Luxembourg. Their bidding documents were submitted at the tender closing and opening on Dec. 24.

"We are working with consultancy firms and relevant agencies to review the bidding documents of the two consortiums for approval by the city's authorities in January, and a ground-breaking ceremony for the construction of the first container berths is expected to take place in the first quarter of 2026," he said.

"It is expected that the first two container berths will be put into operation in the fourth quarter of 2028, while two more berths will start construction from the first quarter of 2029 to the fourth quarter of 32, with operations planned from the first quarter of 2033," he said. He added that the final three berths would be built between 2033 and 2035 for use in 2036.

"The early operation of the Lien Chieu container port would help Danang City improve cargo clearance capacity, reduce logistics costs and attract import-export demand from the city and the central region," he said. "Lien Chieu container port would also help lure investment into industrial parks, the planned Free Trade Zone, international logistics centres and port services."

Lien Chieu Port is regarded as one of the most important projects in the Master Plan, linked to the newly established Free Trade Zone. It will be built on a total area of 450ha with an investment of VNĐ3.4 trillion (US\$130 million).

The 22-berth port, designed to serve as the main logistics centre for the north-south railway and road systems and the East-West Economic Corridor 2 (EWEC2) linking Thailand, Myanmar, Laos and Vietnam via Danang's port system, will be developed as an international gateway port, the third in Vietnam after Lach Huyen Port in Hai Phong City and Cai Mep-Thi Vai. — Vietnam News/ANN

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