



## Just Released The West Africa Container Trades 2026

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### CONTENTS

#### Trades 2

- The situation at Strait of Hormuz remains chaotic ..... 2
- MSC/ZIM revises Far East-USEC services ..... 2
- CMA CGM sends Ocean Rise Express via Suez..... 2
- Carriers revise Europe-ECSA loop ..... 2
- Gemini drops two Med-Red Sea loops ..... 2
- USEC-ECSA trade capacity analysis ..... 3
- Port Tracker: down on 2012 ..... 3
- Maersk removes Kwangyang from AC3 ..... 4
- Evergreen/PIL launch new Far East-South Africa link.. 4
- Hapag-Lloyd stretches PGS to Bremerhaven ..... 4
- CMA CGM extends SCUK to Grangemouth..... 4
- CMA CGM removes Algeciras from Algom ..... 4
- MSC adds Lamu to East Africa Express ..... 4
- GT Lines adds Khor Fakkan-Pakistan shuttle ..... 4
- GT Lines runs KCX services together with CU Lines ..... 5
- CMA CGM revises PIKEX portfolio ..... 5
- CoscoSL adds China-Indonesia link ..... 5
- Gold Star/OOCL joint X-Press on SCJX ..... 5
- Evergreen charters space on Chile-Peru link ..... 5

- Australasia trade volumes 2025 .....5
- Australasia freight rate development.....6

#### Companies 7

- T.S. performs well in 2025 despite small drop .....7
- Overview of top 26-50 container carriers .....7
- DynaLiners Shares Index – Uncertainty.....8

#### Ports, Terminals & Arteries 9

- Gothenburg contracts dredging work .....9
- Port of Constanta buys Giurgiulesti port .....9
- Tema adds more cranes and RTGs .....9
- Gemalink starts phase II expansion .....10
- Posorja inaugurates new berth .....10
- 1Q 2026 port throughput figures .....10
- South Africa ports 1Q 2026 throughput up 10% .....11
- Spain's port volumes grow 4% in 1Q 2026 .....11
- US West Coast down 7% during 2026 .....12
- Ireland handling an extra 10% in 2025 .....12
- Cosco Shipping Ports up 9% in Q1 2026 .....12

#### Facts & figures 14

DynaLiners Shares Index (DLSI) Week 17 (21-Apr-26)	Overall Index	Change (week-on-week)	Sector	Index	Change
	<b>2,435</b>	▼	<b>-8</b>	Carriers	3,358
Ports				1,540	▲ +4
Owners				3,358	▲ +8
Boxes				1,412	▼ -40

See Page 8

## TRADES

### Worldwide Trades

- *The situation at Strait of Hormuz remains chaotic*

The situation in the **Strait of Hormuz** remains chaotic. Initially, in accordance with the terms of the ceasefire, ships began moving again. Soon afterwards, though, Iran closed the waterway once more after the US claimed it would continue to block vessels sailing to and from Iranian ports.

Regardless, there are still ships moving in and out of the Gulf, either with or without the permission of the two parties. Focussing on containers, **MSC** was one of the ship operators that decided to take the risk. Reportedly, it managed to get four container ships and one cruise vessel through, but two vessels are claimed to have been seized by the Islamic Revolutionary Guard Corps (IRGC). These are the 11,700 TEU MSC *Francesca* and the chartered, **Technomar**-owned 7,200 TEU *Epaminondas*. A video on the capture of the last vessel was posted by IRGC and can be found [here](#).

Another container vessel that tried to escape was the 2,500 TEU, **Silmar**-operated *Euphoria*. It was fired upon by an Iranian gunboat and was reported to have suffered “heavy damage” to the bridge.

Meanwhile, the US, in turn, seized the Iranian-flagged 5,100 TEU *Touska*, operated by **IRISL**, in the Arabian Sea. The vessel was on its way from Port Klang to Bandar Abbas.

### East-West Trades

- *MSC/ZIM revises Far East-USEC services*

**MSC** and **ZIM** will revise their joint Far East-US East Coast **Empire/ZNS**, **Amberjack/ZCP** and **Emerald/ZXB** services. Overall, whilst Port Everglades will be added and Qingdao, Norfolk, Jacksonville and Xiamen will be shifted between loops, Shenzhen (Yantian), Kaohsiung and Miami will no longer be covered. The new rotations are:

- **Empire/ZNS** - Shanghai, Ningbo, Busan, New York, Baltimore, Norfolk, Port Everglades, Balboa (Rodham) and back to Shanghai
- **Amberjack/ZCP** - Qingdao, Ningbo, Shanghai, Busan, Colon (Manzanillo), Cartagena, Charleston, Savannah, Jacksonville, Kingston, Busan and back to Qingdao
- **Emerald/ZXB** - Singapore, Ho Chi Minh (Cai Mep), Hai Phong, Shenzhen (Yantian), Xiamen, Kingston, Charleston, Savannah, New York, Boston and back to Singapore

- *CMA CGM sends Ocean Rise Express via Suez*

**CMA CGM** will send its recently-started Far East-North Europe Ocean Rise Express (**OCR**) via the Red Sea and Suez rather than, as intended, the Cape of Good Hope. The coverage will be unchanged: Nansha, Kobe, Nagoya, Yokohama, Xiamen, Shenzhen (Yantian), Rotterdam, Hamburg, Southampton and back to Nansha.

### Europe Trades

- *Carriers revise Europe-ECSA loop*

**CoscoSL/OOCL** and **ONE** will revise their joint North Europe-East Coast South America **ESE2/EEX/LUX** service with the addition of Paranaguá at the expense of Felixstowe. The nine ships of around 4,250 TEU will henceforth sail between: Rotterdam, Hamburg, Antwerp, Lisbon, Algeciras, Santos, Buenos Aires, Montevideo, Itajai, Paranaguá, Santos, Rio de Janeiro, Algeciras and back to Rotterdam.

- *Gemini drops two Med-Red Sea loops*

The **Gemini Cooperation** of **Hapag-Lloyd** and **Maersk** will suspend, until further notice, two Mediterranean-Jeddah services, coded **JD2/JED2** and **JD3/JED3**. The

first one links Jeddah with Port Said and Tangier, whilst the second connects Jeddah and Aqaba with Port Said and Damietta.

North America Trades

- *USEC-ECSA trade capacity analysis*

As of April 2026, the number of direct services on the **US East Coast/Gulf-East Coast South America** route stands at six, the composition of that six being the same as last year. Overall *annualised one-way trade capacity* and average ship size was down by 9% to 890,900 TEU, amongst others due to a reduction of average vessel size by 300 TEU to 5,600 TEU. The trade is dominated by **Hapag-Lloyd, Maersk** and **MSC** who are all involved in multiple loops.

Operator/Alliance Rank	Loops #	Ships (TEU)			Trade Cap TEU
		#	Avg cap.	Total cap	
1 Maersk, Hapag-Lloyd	1	7	5,600	38,900	202,100
2 Hapag Lloyd, MSC, ONE	1	9	6,600	59,800	181,400
3 MSC	1	12	5,400	64,500	152,200
4 Maersk, MSC	1	8	5,700	46,000	130,700
5 CMA CGM, CoscoSL	1	9	6,200	55,500	121,000
6 ZIM	1	9	4,300	38,400	103,500
<b>Apr-26</b>	<b>6</b>	<b>54</b>	<b>5,600</b>	<b>303,100</b>	<b>890,900</b>
Apr-25	6	52	5,900	307,700	978,900
Apr-24	6	51	5,800	295,200	993,500

\*Annual trade capacity is adjusted for non-core ports and puts the homogeneous capacity at 70% of the nominal space

Operating alliances/individual lines in full:

- 2 Maersk, Hapag-Lloyd: joint service
  - 3 Hapag-Lloyd, MSC, ONE: joint service
  - 1 MSC: standalone
  - 5 Maersk, MSC: joint service
  - 4 CMA CGM, CoscoSL: joint service
  - 6 ZIM: standalone
- Slot charterers not considered

After years of rising trade capacity, since 2024, both trade capacity and ship size have declined. As a result annual trade capacity is back at the level of 2022 with average ship size now where it was in 2020.

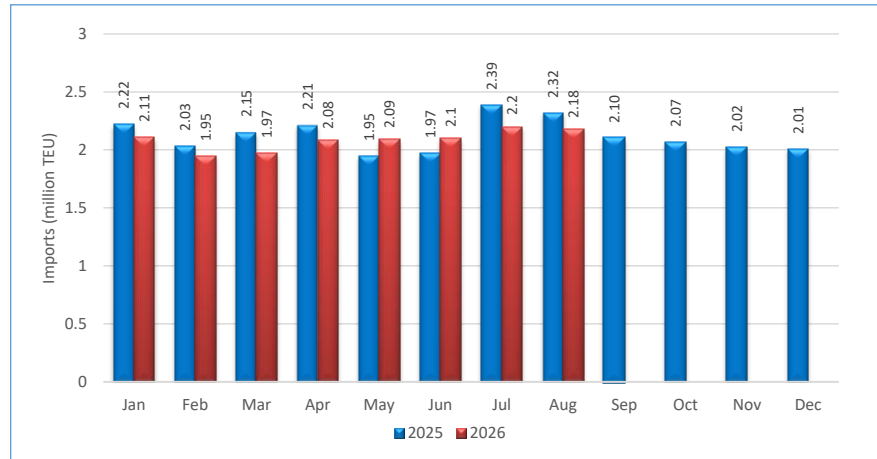
10-year development of US East Coast-East Coast South America trade capacity



- *Port Tracker: down on 2012*

For most of this year, monthly volumes imported via major US ports are expected to be down on those of the same month of 2025, **Global Port Tracker** (Hackett Associates and National Retail Federation) forecasts. In the first half of this 2026, the organisation expects numbers to drop by 1.8% to 12.3 million TEU.

### Monthly US imports via major container ports



The March-August 2026 period refers to forecasts

Ports monitored are: (US WC) Long Angeles, Long Beach, Oakland, Seattle and Tacoma - (US Gulf) Houston - (US EC) New York/New Jersey, Norfolk, Charleston and Savannah

### Far East Trades

- *Maersk removes Kwangyang from AC3*
- *Evergreen/PIL launch new Far East-South Africa link*

**Maersk** will delete Kwangyang from its Far East-West Coast South America **AC3** service, which will now sail between: Hong Kong, Shanghai, Ningbo, Busan, Balboa, Buenaventura, Callao, Mejillones, San Antonio and back to Hong Kong.

By the end of June, **Evergreen** and **PIL** will launch the new Far East-South Africa Express (**SAF**), which will be operated by nine ships of around 5,500 TEU. It will call at: Shanghai, Ningbo, Kaohsiung, Shenzhen (Shekou), Singapore, Durban, Cape Town, Singapore and back to Shanghai.

### Intra-Europe

- *Hapag-Lloyd stretches PGS to Bremerhaven*
- *CMA CGM extends SCUK to Grangemouth*
- *CMA CGM removes Algeciras from Algom*

**Hapag-Lloyd** will stretch its Poland Germany Shuttle (**PGS**) to Bremerhaven so that it now covers three German ports, and will also restyle its Poland Germany Express (**PGX**). The new port order is: Hamburg, Bremerhaven, Wilhelmshaven, Gdynia and back to Hamburg.

**CMA CGM** has extended its Spain-Continent-UK (**SCUK**) service to Grangemouth. To compensate for the extra sailing time, a second 750 TEU ship has been added to the fleet. The new route is: Tilbury, Grangemouth, Rotterdam, Bilbao and back to Tilbury.

**CMA CGM** has removed Algeciras from its Euronaf Loop Oran Mostaganem (**Eurohaf Algom**), which it added at the start of the year. The revised itinerary is: Barcelona, Marseilles, Valencia, Huelva, Oran, Mostaganem and back to Barcelona.

### Intra-Middle East/Indian Subcontinent

- *MSC adds Lamu to East Africa Express*
- *GT Lines adds Khor Fakkan-Pakistan shuttle*

**MSC** has added the Kenyan port of Lamu to the rotation of its (Middle East/Indian Subcontinent)-**East Africa Express**, which deploys six ships of around 6,000 TEU. Whilst continuing to bypass Khalifa and Jebel Ali, it now covers: Nhava Sheva, Mundra, Port Qasim, Mombasa, Lamu, Nacala and back to Mumbai.

Gulfair's **GT Lines** will add a connection between Khor Fakkan and Pakistan, appropriately advertised as Khorfakkan Pakistan Express (**KPX**). It will be operated by two ships shuttling weekly between Khor Fakkan and Karachi.

- *GT Lines runs KCX services together with CU Lines*

Reportedly, the two new Khor Fakkan-China **KCX1** and **KCX2** services announced by **GT Lines** (DL 15/26 and DL 16/26) will be offered in conjunction with **CU Lines**, which will call them China Gulf Service (**GCS**) and China Gulf Express (**GCX**) respectively. The setup is:

- **KCX1/GCS** - Nansha, Shanghai, Qingdao, Shanghai, Nansha, Khor Fakkan and back to Nansha
- **KCX2/GCX** - Qingdao, Shanghai, Ningbo, Shenzhen (Dachan Bay), Nansha, Port Kelang, Khor Fakkan and back to Shanghai

- *CMA CGM revises PIKEX portfolio*

**CMA CGM** will again revise its Intra-Middle East/Indian Subcontinent **PIKEX** services. Instead of shifting PIKEX to Khor Fakkan after the closure of the Strait of Hormuz (DL 12/26), the carrier has now anchored it on Fujairah. Additionally, it has replaced Port Qasim with Mundra. Furthermore, it has extended **PIKEX2** to Karachi. The new configuration is:

- **PIKEX** - Fujairah, Sohar, Mundra, Karachi and back to Mundra
- **PIKEX2** - Colombo, Mangalore, Nhava Sheva, Mundra, Port Qasim, Karachi and back to Colombo

## Intra-Far East/Australasia

- *CoscoSL adds China-Indonesia link*

**CoscoSL** has started a new link between China and Indonesia, styled East China Nusantara Express (**ECNX**). Affiliated **OOCL** will take slots, calling it China Indonesia Service (**CIS1**). The operation will be provided by three ships of around 4,000 TEU, stopping at: Shanghai, Ningbo, Jakarta and back to Shanghai.

- *Gold Star/OOCL joint X-Press on SCJX*

The new South China Java X-Press (**SCJX**) announced by **X-Press Feeders**, which connects Central China with the Indonesian island of Java, will be operated together with **Gold Star Line** (DL 16/26), which calls it **SIX** (South China Indonesia Express). **OOCL** will take slots under the **CIS3** denomination. The rotation is: Shenzhen (Yantian), Xiamen, Nansha, Jakarta, Surabaya and back to Shenzhen.

## Intra-Americas

- *Evergreen charters space on Chile-Peru link*

**Evergreen** will hire space on the Chile-Peru **CPX/IQQ** service of **CoscoSL** and **X-Press Feeders**. The new rotation, which includes the Cosco Shipping base of Chancay (Peru), reads: Matarani, Ilo, Chancay, Callao, Iquique, Arica and back to Matarani.

## Tariff and Trade Statistics

- *Australasia trade volumes 2025*

**Australasian containerised trade** for 2025 grew by 3.1% year-on-year to 7.34 million TEU according to (provisional) figures from Container Trades Statistics. Exports grew by 3.1%, with imports rising by a slightly higher 3.2%. Intra-Australasia trade was 1.6% larger.

Ex/Imports	Share 2025	Growth '25/'24	2025 TEU	2024 TEU	2023 TEU
Exports	38%	3.1%	2,772,400	2,688,400	2,458,800
Imports	58%	3.2%	4,246,700	4,114,600	3,760,300
Intra-Australasia	4%	1.6%	317,700	312,800	325,500
<b>Total</b>	<b>100%</b>	<b>3.1%</b>	<b>7,336,800</b>	<b>7,115,800</b>	<b>6,544,600</b>

With a rise of 84,000 TEU, **containerised exports from Australasia** reached 2.77 million TEU. Both the Far East and North America trades experienced growth, but there were (substantial) declines on the other routes.

Exports to	Share 2025	Growth '25/'24	2025 TEU	2024 TEU	2023 TEU
Far East	71%	5.3%	1,955,100	1,857,000	1,756,600
Europe	6%	-5.3%	171,100	180,700	168,800
North America	9%	2.9%	250,700	243,600	217,800
Middle East/ISC	12%	-2.8%	329,800	339,400	253,900
Sub-Saharan Africa	2%	-2.0%	48,300	49,300	45,700
Latin America	1%	-5.4%	17,400	18,400	16,000
<b>Total exports</b>	<b>100%</b>	<b>3.1%</b>	<b>2,772,400</b>	<b>2,688,400</b>	<b>2,458,800</b>

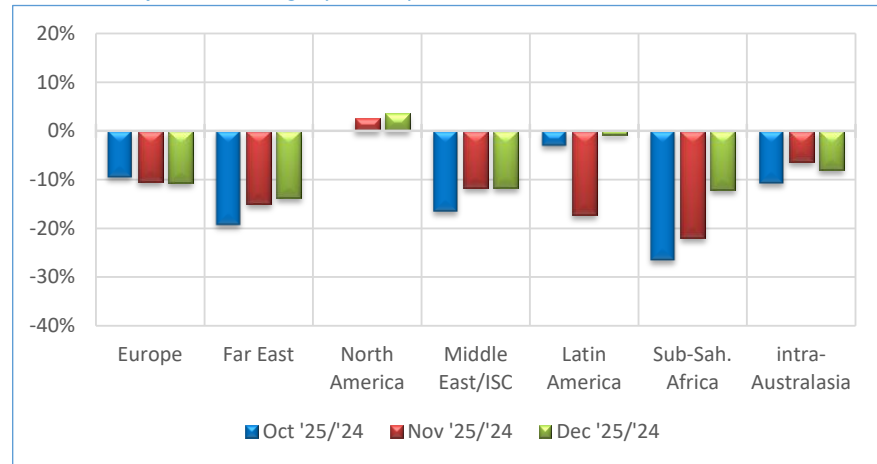
**Australasian containerised imports**, rose by 132,100 TEU to 4.27 million TEU. This time the growth was entirely due to 6% imports from the Far East to 3.15 million TEU. In all the other corridors, volumes were down.

Imports from	Share 2025	Growth '25/'24	2025 TEU	2024 TEU	2023 TEU
Far East	74%	6.0%	3,150,300	2,973,000	2,654,000
Europe	14%	-4.4%	603,700	631,500	618,400
North America	6%	-5.1%	246,500	259,700	262,300
Middle East/ISC	4%	-1.0%	181,800	183,700	164,300
Sub-Saharan Africa	0%	-9.1%	17,000	18,700	20,800
Latin America	1%	-1.3%	47,400	48,000	40,500
<b>Total imports</b>	<b>100%</b>	<b>3.2%</b>	<b>4,246,700</b>	<b>4,114,600</b>	<b>3,760,300</b>

- *Australasia freight rate development*

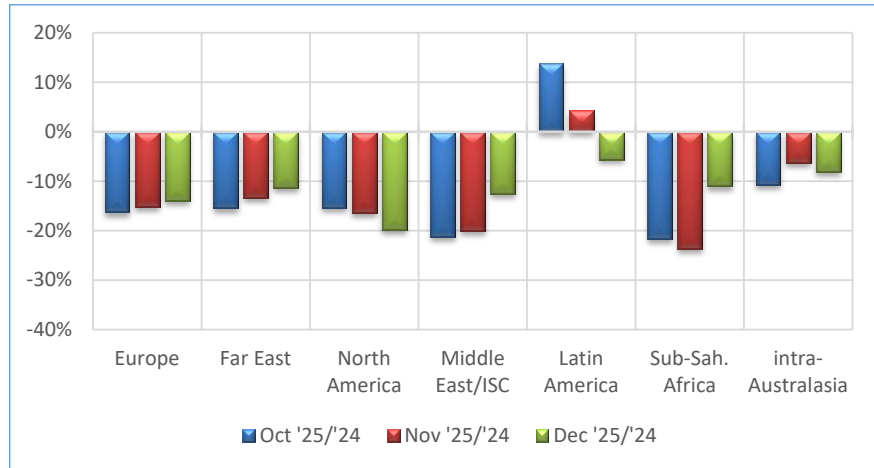
CTS's **all-in rate levels from Australasia to the rest of the world** were generally down during the fourth quarter (September-December) of 2025. Whilst the North America trade managed to limit the losses, on the other routes the steepest reductions approached 30%.

**Australasia export rate changes year-on-year**



The **all-in rate levels from the rest of the world to Australasia** were also substantially down. Only Latin America showed some resistance, but even it still ended the period weaker.

Australasia import rate changes year-on-year



## COMPANIES

### Carriers

- *T.S. performs well in 2025 despite small drop*

In 2025, **T.S. Lines** posted a turnover of USD 1.28 billion, a small 4.2% decline year-on-year, whilst net profit reduced by 10.2% to USD 328.9 million. Carryings contracted by 1% to 1.64 million TEU. Whilst there was strong growth in the Transpacific and Far East-Indian Subcontinent trades, those on other routes were down.

Carryings	Share 2025	Growth '25/'24	2025 TEU	2024 TEU	2023 TEU
Asia Pacific	91%	-2%	1,498,500	1,522,100	1,433,100
- NEA-SEA	70%	-3%	1,154,300	1,189,400	1,175,800
- FE-Australasia	8%	-2%	127,400	129,900	103,500
- FE-ISC	13%	7%	216,700	202,800	153,800
Transpacific	4%	87%	60,700	32,500	0
ME & East Afr.	5%	-18%	78,600	95,700	33,200
Other	0%	-7%	1,400	1,500	0
<b>Total</b>	<b>100%</b>	<b>-1%</b>	<b>1,639,100</b>	<b>1,651,800</b>	<b>1,466,300</b>

### Company Statistics

- *Overview of top 26-50 container carriers*

The 1 April **Top 26 to 50** liner operators shows several changes compared to a the start of the year. **Grimaldi** was promoted to the Top-25, where it replaced **SeaLead Shipping**, which is now at position thirty-five. At the bottom end of the table, **Hainan Yangpu** and **Dole Ocean Cargo Express** entered at the expense of **Kawa Shipping** and **Asean Seas Line**. The biggest positional changes compared to three months earlier were **Shanghai Jina Jiang** moving up three places to number thirty-three and **Messina Line** dropping four spots to forty-eight.

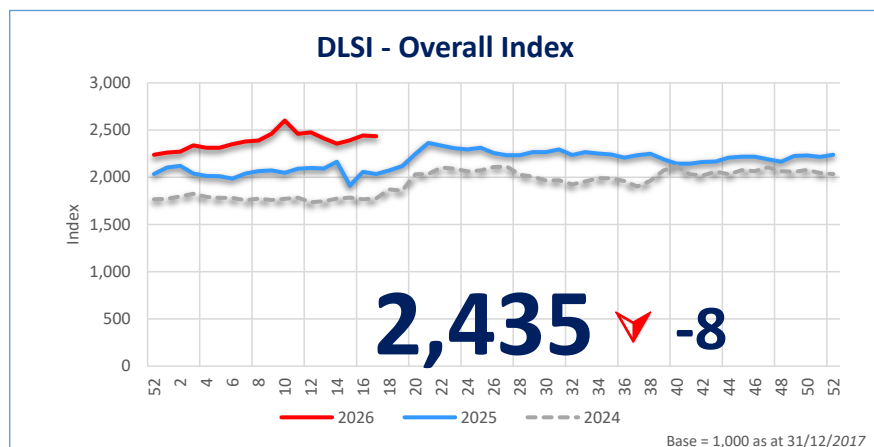
Parent/main No		Operated fleet		Order book		Share Orders
		Ships	TEU	Ships	TEU	
26	Interasia Lines	27	78,000	13	69,700	89%
27	Quanzhou An Sheng	72	73,400	0	0	0%
28	Sinotrans	44	71,100	4	12,000	17%
29	SM Line	15	70,000	0	0	0%
30	Matson	28	69,200	3	10,900	16%
31	Shanghai Jin Jiang	55	65,300	12	16,700	26%
32	Swire Shipping	30	59,400	0	0	0%
33	Zhonggu Shipping	60	51,600	16	55,200	107%
34	Arkas	32	51,100	12	44,900	88%
35	SeaLead Shipping	13	50,300	2	14,300	28%
36	CU Lines	25	49,500	2	5,900	12%
37	Akkon	34	48,100	0	0	0%
38	FESCO	33	46,900	0	0	0%
39	Seaboard Marine	22	46,100	3	6,100	13%
40	Samudera	32	43,600	0	0	0%
41	Tailwind Shipping	11	42,600	5	42,000	99%
42	Meratus	62	41,600	12	8,300	20%
43	Namsung	30	39,800	4	12,500	31%
44	Tanto Intim Line	56	37,800	0	0	0%
45	Salam Pacific	44	31,000	0	0	0%
46	Great White Fleet	13	27,300	0	0	0%
47	Sea Legend	11	25,200	0	0	0%
48	Messina Line	9	24,800	0	0	0%
49	Hainan Yangpu	8	21,900	0	0	0%
50	Dole Ocean Liner	16	21,200	0	0	0%
<b>Total Top 26/50</b>		<b>782</b>	<b>1,186,800</b>	<b>88</b>	<b>298,500</b>	<b>25%</b>
Total liner fleet		7,527	34,030,900	1,350	12,028,000	35%
Share Top 26/50		10%	3%	7%	2%	-

Based on data sourced from Alphaliner

### The DynaLiners Shares Index

- *DynaLiners Shares Index – Uncertainty*

The **DynaLiners Shares Index** halted its recent progress with a marginal 8 point drop to 2,435. Three of the sector indices were similarly restrained, be that up or down. However, **DLSI Boxes** stood out, and not for positive reasons, as it contracted by 40 points and 2.8%.



In contrast to the slightly negative index results, there were actually more index members with share price gains than losses. That being said, the difference was only seventeen members with sixty-nine share price gains. They were led by the **Shipping Corporation of India** on +22% with shipowner **Capital Clean Energy** on +19%. At the other end of the table were Vietnamese terminal operator **VIP**

**Greenport** whose stock dropped by 8%. India’s **Mercantile Port & Logistics** shares contracted by 21%, which was a partial correction from the previous week’s spike.

Total share price movements week 17			Top movers		
69	▲	Up	SCI (Shipping Corp. of India)	▲	22%
52	▼	Down	Capital Clean Energy	▲	19%
7	▬	Unchanged	VIP Greenport	▼	-8%
0.9%	▲	Average change	Mercantile Ports & Logistics	▼	-21%

## PORTS, TERMINALS & ARTERIES

### Europe

- *Gothenburg contracts dredging work*

The **Port of Gothenburg** has signed a contract with **Boskalis** to carry out the dredging work for the **Skandia Gateway** expansion project. The work will deepen the fairway into the port of **Gothenburg** from the current 13.5 metres to a maximum of 17.5 metres. The work is to be carried out from October 2026 to March 2027.

- *Port of Constanta buys Giurgiulesti port*

Romania’s **Port of Constanta**, or more precise **Compania Națională Administrația Porturilor Maritime SA Constanța**, has acquired **ISC Danube Logistics SLR**. The latter operates **Giurgiulesti International Port**, which is Moldova’s only seaport, located along the banks of the Danube River just on the border between the two countries involved. Containers form just a small part of this multipurpose port’s cargo mix, which does not feature as a regular stop on any of the container liner services.

*Giurgiulesti International Port*



### Africa

- *Tema adds more cranes and RTGs*

With the delivery of three new StS gantry cranes with an outreach of 69 metres (24 rows) and sixteen RTGs, the **Meridian Port Services**-operated outer harbour terminal at **Tema** has lifted capacity to 3.0 million TEU. Meridian Port Services is a joint venture of **Ghana Ports and Harbors Authority** (30%), **APM Terminals** (35%) and **MSC’s Africa Global Logistics** (35%).

*New cranes arriving at Tema*

## Far East/Australasia

- *Gemalink starts phase II expansion*

**Gemalink**, a joint venture of **Gemadept** (75%) and **Terminal Link** (25%, **CMA CGM**/51% and **China Merchants**/49%) will start the construction of phase II of its terminal in **Cai Mep**. The existing quay line will be expanded by 450 metres to 1,250 metres and the container yard will be enlarged from 32 ha to 44 ha. Additionally, five new ship-to-shore gantry cranes will be installed. Capacity will increase from 1.7 million to 3 million TEU and completion is expected in 2027.

## Americas

- *Posorja inaugurates new berth*

**DP World Posorja** has inaugurated the 232-metre, USD 140 million expansion of its container quay, which now measures 700 metres (DL 42/25). The number of cranes has been increased by two to six units with a maximum outreach of twenty-four containers, whilst handling capacity has been



increased by 250,000 TEU to 700,000 TEU.

*Posorja*

## Port and Terminal Statistics

- *1Q 2026 port throughput figures*

The below table provides an overview of **port throughput figures** for 1Q25 compared with those of 1Q25.

Port	Country	Growth '26/'25	1Q26 TEU	1Q25 TEU
Antwerp-Bruges	Belgium	-2.6%	3,400,000	3,490,800
Klaipeda	Lithuania	3.0%	374,000	363,100
Rotterdam	Netherlands	0.3%	3,370,000	3,359,900
Shanghai	China	6.8%	14,100,000	13,200,000

- *South Africa ports 1Q 2026 throughput up 10%*

During 1Q of 2026, ports in **South Africa** reported a rise of 10% year-on-year. With all ports increasing their handlings, the best performers were **Ngqura** with a 30% growth and at the much smaller **Port Elizabeth** whose handlings rose by 64%.

Port	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
Cape Town	20%	1%	235,800	233,600	198,400
Durban	59%	6%	700,400	659,200	420,400
East London	0%	4%	5,400	5,200	4,700
Ngqura	18%	30%	218,000	167,900	176,600
Port Elizabeth	3%	64%	33,400	20,400	43,400
<b>Total</b>	<b>100%</b>	<b>10%</b>	<b>1,193,100</b>	<b>1,086,300</b>	<b>843,400</b>

- *Spain's port volumes grow 4% in 1Q 2026*

During January-March 2026, ports in **Spain** handled an aggregated 4.49 million TEU, a rise of 4% year-on-year. With a rise of 9% to 1.15 million TEU **Algeciras** performed exceptionally well compared to **Valencia** (+1%) and **Barcelona** (-2%). In the smaller ranges, there was strong growth for **Castellon** (+66%), **Malaga** (+23%) and **Huelva** (+22%). A 32% rise for **Vilagarcia** was also very remarkable, but it was from a much lower base.

Port/ Area	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
<b>Mediterranean</b>	<b>81%</b>	<b>4%</b>	<b>3,618,300</b>	<b>3,480,300</b>	<b>3,486,700</b>
Algeciras	26%	9%	1,150,400	1,052,700	1,170,800
Alicante	1%	13%	55,600	49,100	41,100
Balearics	0%	-1%	18,300	18,400	19,600
Barcelona	21%	-2%	921,600	939,000	951,100
Cartagena	0%	-19%	8,800	10,900	10,900
Castellon	1%	66%	38,900	23,400	17,100
Malaga	2%	23%	93,600	76,200	17,300
Tarragona	0%	-6%	3,300	3,500	2,900
Valencia	29%	1%	1,314,100	1,294,700	1,244,500
Vilagarcia	0%	32%	10,300	7,800	8,300
Other	0%	-26%	3,400	4,600	3,100
<b>Atlantic</b>	<b>8%</b>	<b>3%</b>	<b>365,700</b>	<b>356,000</b>	<b>351,900</b>
Bilbao	2%	-1%	101,200	102,000	113,700
Cadiz	1%	-2%	51,100	52,300	51,900
Gijon	0%	9%	18,100	16,600	18,500
Huelva	1%	22%	32,000	26,300	27,400
Marin	0%	-3%	10,200	10,500	10,600
Seville	1%	2%	38,320	37,485	36,394
Santander	1%	11%	42,300	38,253	30,627
Vigo	2%	2%	69,900	68,700	60,000
Other	0%	-33%	2,580	3,862	2,779
<b>Africa/Canary</b>	<b>11%</b>	<b>2%</b>	<b>509,100</b>	<b>500,400</b>	<b>448,900</b>
Las Palmas	8%	6%	374,000	354,400	328,700
Santa Cruz Tfe	3%	-8%	132,700	143,500	117,400
North Africa	0%	-4%	2,400	2,500	2,800

<b>Total</b>	<b>100%</b>	<b>4%</b>	<b>4,493,100</b>	<b>4,336,700</b>	<b>4,287,500</b>
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- *US West Coast down 7% during 2026*

The main ports along the **US West Coast** did not start the year well, with a combined reduction of 6.7% to 5.88 million TEU. Looking at full TEU, imports dropped by 6.2% and exports grew by 2%, leading to the number of empties declining by 11.3%. On a port level, it was **Seattle/Tacoma** that was hit most, with an overall reduction of 17.8%. This was mostly due imports falling 18%, causing empty boxes to shrink by 33.4%.

Ports	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
Long Beach	-5.7%	2,390,200	2,535,600	2,002,800
Los Angeles	-4.6%	2,388,800	2,504,000	2,380,500
Oakland	-7.2%	557,900	601,500	566,100
Seattle/Tacoma	-17.8%	547,600	665,800	606,900
<b>Total</b>	<b>-6.7%</b>	<b>5,884,600</b>	<b>6,306,900</b>	<b>5,556,300</b>
<b>- of which full in</b>				
Long Beach	-5.6%	1,152,300	1,220,900	957,700
Los Angeles	-3.6%	1,236,100	1,282,600	1,230,100
Oakland	-6.7%	233,100	249,900	232,300
Seattle/Tacoma	-18.0%	264,700	322,900	255,000
<b>Total</b>	<b>-6.2%</b>	<b>2,886,200</b>	<b>3,076,300</b>	<b>2,675,100</b>
<b>- of which full out</b>				
Long Beach	3.0%	301,500	292,700	279,100
Los Angeles	2.2%	353,100	345,400	404,000
Oakland	0.3%	207,000	206,400	207,200
Seattle/Tacoma	1.8%	159,000	156,200	156,200
<b>Total</b>	<b>2.0%</b>	<b>1,020,600</b>	<b>1,000,700</b>	<b>1,046,500</b>
<b>- of which empty</b>				
Long Beach	-8.4%	936,500	1,022,000	766,000
Los Angeles	-8.7%	799,600	876,000	746,400
Oakland	-18.9%	117,800	145,200	126,600
Seattle/Tacoma	-33.6%	123,900	186,700	195,700
<b>Total</b>	<b>32.8%</b>	<b>2,962,200</b>	<b>2,229,900</b>	<b>1,834,700</b>

- *Ireland handling an extra 10% in 2025*

Last year, the throughput of **Ireland's** container ports grew by 7% to 1.30 million TEU. There was growth across the board, with **Dublin** increasing the fastest. **Shannon Foynes**, a small multipurpose port on the west side of the country, entered the list after it handled 3,700 TEU.

Port	Share 2025	Growth '25/'24	2025 TEU	2024 TEU	2023 TEU
Cork	23%	5%	293,100	279,900	263,900
Dublin	74%	8%	956,500	885,900	796,000
Shannon Foynes	0%	-	3,700	0	0
Waterford	3%	3%	45,000	43,700	37,700
<b>Total</b>	<b>100%</b>	<b>7%</b>	<b>1,298,200</b>	<b>1,209,600</b>	<b>1,097,600</b>

- *Cosco Shipping Ports up 9% in Q1 2026*

Figures for January-March 2026 show a 9.0% rise year-on-year for terminals in which **Cosco Shipping Ports** is involved. Handlings of Chinese interests grew by 4% to 19.7 million, whilst its overseas properties increased by 20.4% to 9.98 million TEU. The latter addition was principally the result of terminals in Thailand (**Laem Chabang**) and Egypt (**Sokhna**) plus a more than doubling of business at **Chanccay** (Peru).

Region/Port	Share 2026	Growth '26/'25	1Q26 TEU	1Q25 TEU	1Q24 TEU
<b>China</b>	<b>66%</b>	<b>4.0%</b>	<b>19,709,600</b>	<b>18,952,300</b>	<b>17,555,800</b>
Bohai Rim		5.9%	4,420,200	4,173,100	3,940,800
Yangtze River Delta		3.6%	4,245,600	4,098,200	3,833,100
Pearl River Delta		3.4%	11,043,800	10,681,000	9,781,900
<b>Overseas</b>	<b>34%</b>	<b>20.4%</b>	<b>9,982,200</b>	<b>8,293,000</b>	<b>7,759,100</b>
Antwerp		1.7%	656,800	645,900	524,600
Zeebrugge		-7.6%	206,900	223,900	155,500
Rotterdam		-15.7%	463,200	549,200	583,900
Valencia/Bilbao		0.8%	874,200	867,000	764,700
Piraeus		-5.7%	961,600	1,019,200	931,300
Savona		-16.3%	117,300	140,100	70,500
Ambarli		17.6%	401,100	341,200	296,800
Port Said		48.2%	1,519,600	1,025,300	1,011,400
Singapore		3.7%	1,310,800	1,263,500	1,295,800
Thailand		-	1,336,300	0	0
Abu Dhabi		-13.8%	340,900	395,700	431,200
Sokhna		-	34,100	0	0
Jeddah		-13.0%	644,500	740,900	655,400
Chancay		104.5%	101,000	49,400	0
Busan		-1.7%	1,013,900	1,031,700	1,038,000
<b>Total</b>	<b>100%</b>	<b>9.0%</b>	<b>29,691,800</b>	<b>27,245,300</b>	<b>25,314,900</b>

Figures do not include volumes handled by the Tollerort Terminal in Hamburg

**FACTS & FIGURES**

*Indicative bunker market prices*

Type/ Port	HFO/380 Cst USD/ton	VLSFO USD/ton	MGO USD/ton
Rotterdam	615	667	1201
Singapore	641	709	1273
Houston	625	831	1182
Long Beach	814	969	1510
Hong Kong	687	737	1291
Santos	-	673	1461

**Historical Rotterdam Prices**

16-Apr-26	626	670	1231
24-Apr-25	426	460	630

Wednesday/Thursday's prices

*Crude oil future prices (for delivery in)*

Date/ Crude	Jun-26 USD/barrel	Jul-26 USD/barrel	Aug-26 USD/barrel
Brent	103.91	98.14	93.65

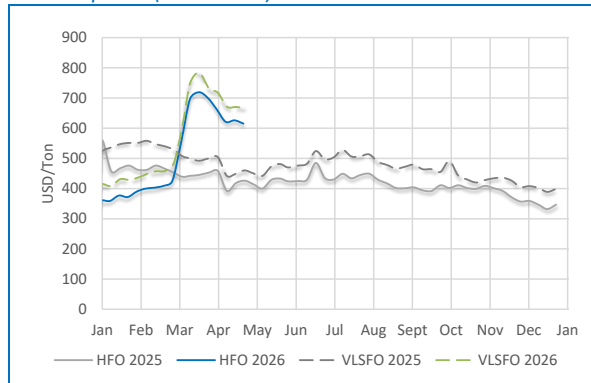
*Freight indices*

Index	Week 16/26	Week 15/26	Week 16/25
CCFI	1.211,08	1.209,84	1.110,94
SCFI	1.886,54	1.890,77	1.370,58
WCI	2.246,00	2.309,00	2.192,00

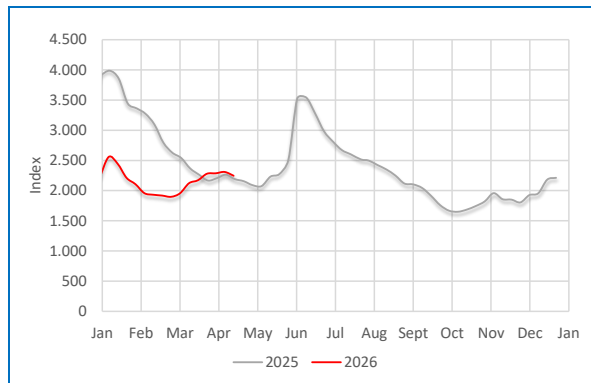
*Charter indices*

Index	Week 16/26	Week 15/26	Week 16/25
BOXi	276,28	276,28	262,85
ConTex	1.517	1.502	1.484
HARPEX	2.257	2.239	2.110
Howe Robinson	2.637	2.630	2.484

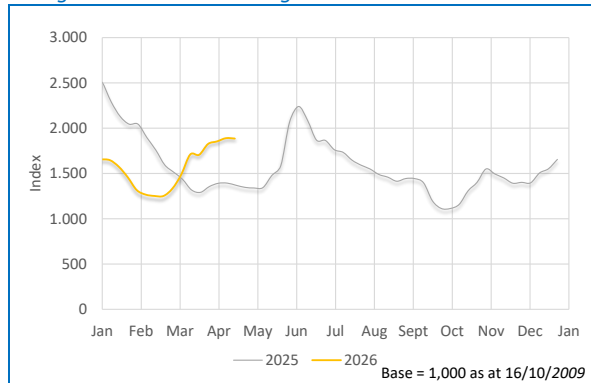
*Bunker prices (Rotterdam)*



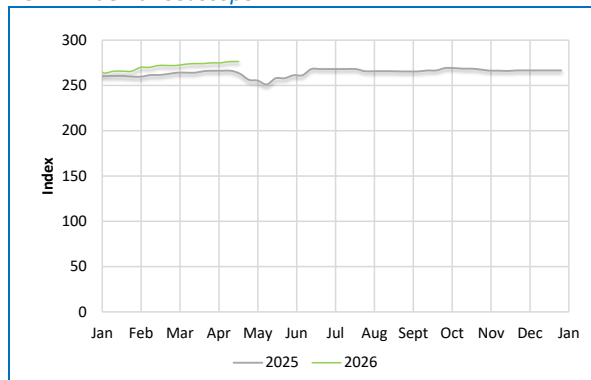
*World Container Index*



*Shanghai Containerised Freight Index*



*BOXi - Braemar Seascope*



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