OCTOBER 2026 ISSUE No.01

THE VOICE OF SHIPPING

BY pelavox.



CONTENTS

04 **SHIPPING**
Container
Tankers
Ro-Ro
Dry Bulk
Gas Shipping
Passenger & Cruise

09 **SERVICES**

11 **TRANSPORT**
Road
Rail
Air

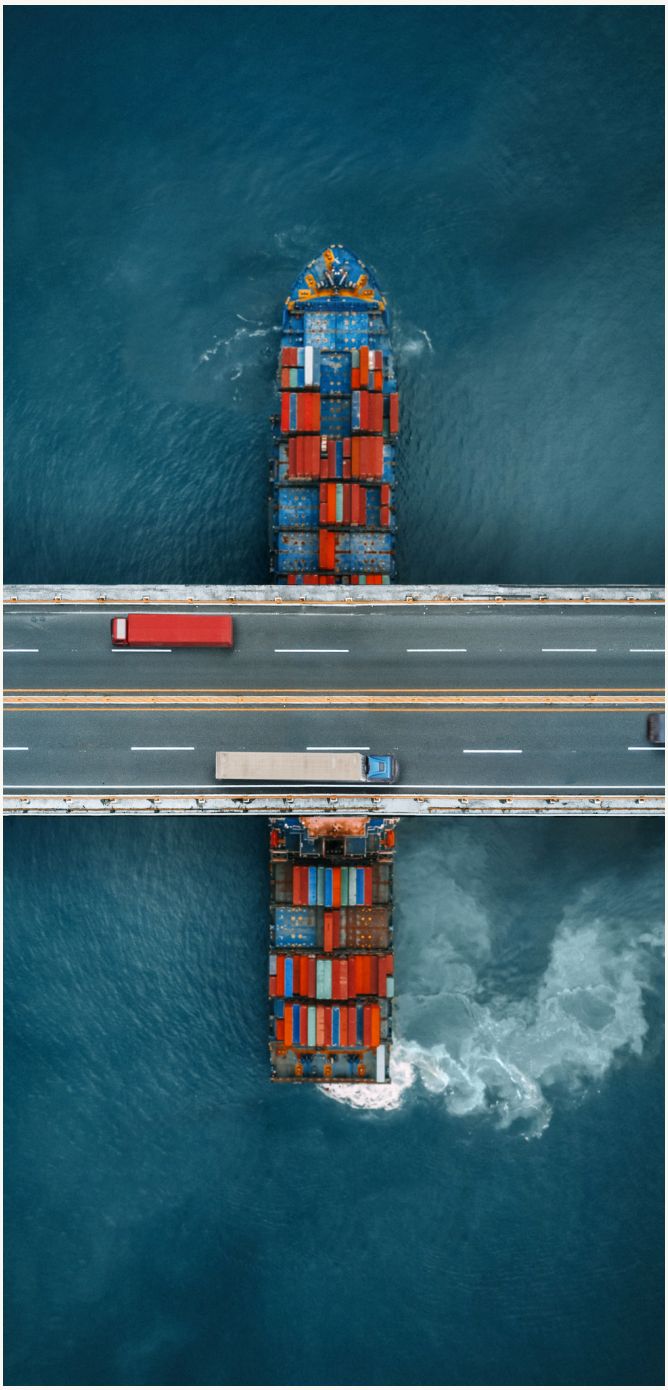
14 **PORTS**

17 **LOGISTICS**

20 **MARKETS**

22 **BUSINESS**

24 **ANALYSIS**
Market Analysis
Geopolitical Analysis
Industry Voices



WELCOME TO THE VOICE OF SHIPPING

The inaugural edition | by pelavox.

Every new publication begins with a vision. Ours is to bring the world of shipping, transport and logistics together through independent journalism, fresh perspectives and stories that matter.

Welcome to the inaugural edition of The Voice of Shipping, the new digital magazine by pelavox.

In an industry that connects economies, businesses and people across the globe, staying informed means understanding not only what is happening, but also why it matters.

Through this publication, we aim to explore the developments, innovations and ideas shaping maritime transport and the wider logistics industry. From shipping and ports to air cargo, rail and road transport, our goal is to deliver meaningful insights and highlight the people and businesses driving change.

This first edition marks the beginning of an exciting journey. Our ambition is to build a trusted platform for industry knowledge, informed perspectives and engaging conversations.

To our readers, contributors and industry partners, thank you for being part of this new beginning.

Welcome aboard. The journey starts here.

The pelavox. Editorial Team

GLOBAL SHIP LEASE SECURES SYNDICATED FINANCING FOR CONTAINERSHIP NEWBUILDINGS

Global Ship Lease (GSL) has agreed a $1 billion syndicated loan facility to finance its containership newbuilding programme, covering 15 vessels scheduled for delivery between late 2028 and 2030.

The seven-year facility carries an interest rate of SOFR plus 1.5% and will be drawn in tranches corresponding to the delivery of individual vessels. The financing is linked to the 15 newbuildings announced by the company in June 2026, each of which has already been contracted to commence time charter employment shortly after delivery

The arrangement allows Global Ship Lease to align its financing drawdowns with the scheduled introduction of the vessels into its fleet and the commencement of their associated charter contracts.
.

Eight banks participate in financing agreement

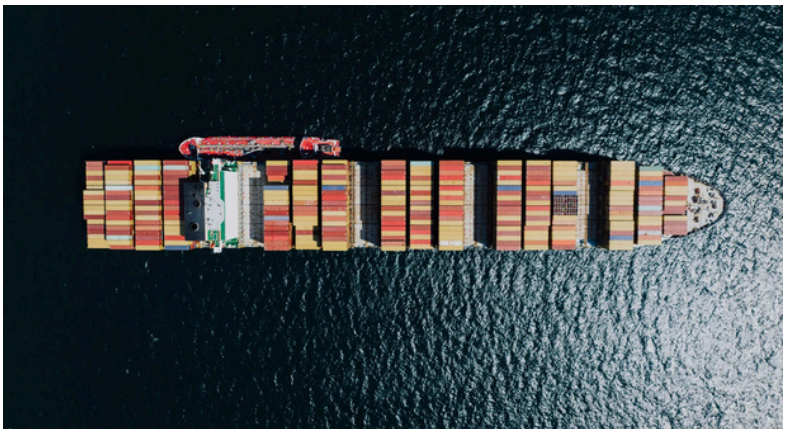
The syndicated facility involves eight financial institutions, with Bank of America acting as Bookrunner, Mandated Lead Arranger, Facility Agent and Security Agent.

Bank of China (Hong Kong), KfW IPEX and ABN AMRO are participating as Mandated Lead Arrangers. CTBC and CaixaBank are serving as Lead Arrangers, while BOCOM (Hong Kong) and First Citizens Bank are participating as Arrangers.

According to Global Ship Lease, the facility was oversubscribed, with lenders participating from three continents. The company also stated that the agreed financing margin is 550 basis points lower than the borrowing terms available to it five years earlier.

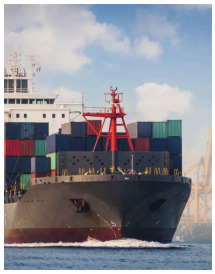
Tassos Psaropoulos, Chief Financial Officer of Global Ship Lease, said the financing structure was designed to correspond with the company's vessel delivery and charter schedules.

"Being able to access this facility in tranches directly corresponding to the delivery of the vessels and the commencement of their multi-year charters is an ideal fit from both a risk and a cashflow perspective," Psaropoulos said.



The 15 containerships are scheduled to join the fleet progressively from late 2028 through 2030. The company intends to draw on the facility as each vessel is delivered, rather than accessing the full $1 billion immediately.

The financing agreement provides a funding arrangement for the previously announced newbuilding programme, with the associated vessels expected to enter contracted time charter employment following their respective deliveries.





CONTSHIPS PLANS UP TO 30 FEEDER CONTAINER NEWBUILDINGS IN CHINA

Contships Logistics Corp. is planning a major expansion of its feeder fleet after its wholly owned subsidiary, CLC Newbuildings Inc., signed a Letter of Intent (LOI) covering up to 30 new container vessels in China.

The agreement with Hubei Guangji Green Energy Shipbuilding Group covers 10 firm 1,300 TEU vessels, with options for two additional series of 10 ships each.

The newbuildings will use the ContshipMax CV1300 design, developed by Contships in cooperation with ship designer SDARI specifically for the global feeder trades.

NEW FEEDER VESSELS TO OFFER 1,324 TEU CAPACITY

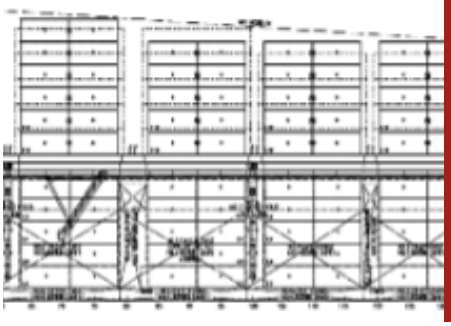
Each vessel will have a capacity of 1,324 TEUs and 340 reefer plugs. The design has been developed within dimensions intended to provide operational flexibility across feeder shipping networks.

The ships will be fitted with Tier III Mitsubishi main engines using low-pressure selective catalytic reduction (SCR) technology. Other equipment will include Daihatsu generators, shaft generators and energy-saving devices
.
According to Contships, the configuration is designed to reduce fuel consumption and emissions while meeting the operational requirements of feeder services.

CONSTRUCTION PLANNED AT HUBEI GUANGJI SHIPYARD

The vessels are planned to be built at Hubei Guangji Green Energy Shipbuilding Group's new shipyard.

The construction programme will also involve Shanghai Waigaoqiao Shipbuilding & Offshore Project Management Co., Ltd. as a strategic partner of the Chinese shipbuilder.



Contships said the potential 30-vessel programme forms part of its longer-term fleet renewal strategy for the container feeder market. The announcement did not disclose the value of the newbuilding programme or expected delivery dates.

Dynagas LNG Partners LP has announced plans to redeem two million of its outstanding Series A preferred units, exercising an optional redemption provision under the partnership's existing capital structure.

The LNG shipping partnership has issued a formal redemption notice to holders of its 9.00% Series A Cumulative Redeemable Preferred Units, which trade on the New York Stock Exchange under the symbol DLNG PRA. The redemption is scheduled for 12 November 2026 and will cover two-thirds of the three million Series A preferred units currently outstanding.

At a redemption price of $25 per unit, the transaction will involve a total cash payment of $50 million. Following completion, one million Series A preferred units will remain outstanding, retaining their existing rights and preferences under the partnership agreement.



DYNAGAS LNG PARTNERS ANNOUNCES PARTIAL REDEMPTION OF PREFERRED UNITS



Redemption scheduled for November

Dynagas LNG Partners confirmed that the redemption price will be paid in cash on 12 November 2026. The date coincides with a scheduled distribution payment date for the Series A preferred units, meaning there will be no accumulated and unpaid distributions at the time of redemption.

Once the transaction is completed, the redeemed units will cease to be outstanding, and the associated holder rights will terminate, apart from the right to receive the redemption payment. The remaining one million units will continue to be governed by the terms of the partnership's Fourth Amended and Restated Agreement of Limited Partnership.

Computershare Trust Company, N.A. has been appointed as paying agent for the transaction. As the preferred units are held through The Depository Trust Company (DTC), the units selected for redemption will be surrendered automatically through the applicable DTC procedures.

SFL AGREES TO SELL SEVEN TANKERS TO TRAFIGURA

SFL Corporation has agreed to sell seven tankers currently chartered to Trafigura, with vessel deliveries scheduled between the fourth quarter of 2026 and the first quarter of 2027.



The transaction covers four LR2 product tankers built in 2014 and 2015, alongside three Suezmax tankers built in 2019. SFL acquired the vessels in 2021 and 2022, subsequently employing them under time charter agreements with Trafigura.

Under the agreed sale arrangements, Trafigura will acquire the vessels, while the existing time charters will terminate upon delivery of each tanker to the buyer. The transaction has been agreed, but the vessel transfers have not yet been completed.

SFL expects substantial proceeds from tanker sales

SFL estimates that the transaction will generate approximately $275 million in aggregate net cash proceeds after accounting for the contractual profit-sharing arrangements and repayment of associated debt.

The company has not disclosed the individual vessel sale prices, which remain confidential. Consequently, the estimated net cash proceeds should not be interpreted as the total transaction consideration.

SFL also expects to recognise an aggregate book gain of approximately $175 million from the disposals. Both the projected net proceeds and accounting gain remain estimates pending completion of the transactions.

The existing charter agreements include a profit-sharing mechanism applicable in the event of a profitable vessel sale. This arrangement will be reflected in the financial settlement associated with the transaction.

Vessel deliveries scheduled through early 2027

The seven tankers are expected to be transferred to Trafigura during the fourth quarter of 2026 and the first quarter of 2027. Their existing charter agreements will end as each vessel is delivered, rather than terminating immediately upon announcement of the sale.

Ole B. Hjertaker, Chief Executive Officer of SFL Management AS, said the company intends to use the proceeds for further investment.

“We expect to reinvest the proceeds in new accretive investments that will build our long-term distribution capacity,” Hjertaker said.

The transaction follows several years of vessel ownership and charter employment under SFL, with the company having acquired the tankers between 2021 and 2022.

Completion of the agreed sales will result in the transfer of four LR2 product tankers and three Suezmax tankers to Trafigura, alongside the termination of their respective time charter arrangements.



ROYAL CARIBBEAN EXPANDS EUROPEAN CRUISE PROGRAMME WITH YEAR-ROUND SAILINGS

Royal Caribbean has announced its 2028–2029 European cruise programme, introducing year-round operations aboard Rhapsody of the Seas and deploying seven ships across the Mediterranean, Northern Europe and the Canary Islands.

The programme will extend the cruise line's European operations beyond the traditional summer season, with winter itineraries covering the Canary Islands, Portugal, Morocco and parts of the Eastern Mediterranean. Summer deployments will include the Greek Isles, Scandinavia, the Baltic and several Mediterranean destinations.

The announcement, made on October 14, also confirms Royal Caribbean's return to Copenhagen and Stockholm, alongside renewed calls at Heraklion in Greece and Cagliari in Sardinia after an absence of more than a decade.

Rhapsody of the Seas introduces year-round European operations

Rhapsody of the Seas will form the centre of the expanded programme, operating itineraries from Athens (Piraeus), Barcelona and Lisbon.

Between May and October 2028, the vessel will offer seven-night Mediterranean cruises, including voyages to Greece, Turkey and Egypt. Selected itineraries will feature overnight stays in Alexandria and Istanbul.

From November 2028, the ship will switch to nine- to 12-night itineraries covering the Canary Islands, Portugal, Morocco, Cyprus, Malta and Greece. Destinations will include Tenerife, Gran Canaria, Casablanca and Tangier, with some sailings also featuring overnight calls in Alexandria.

The winter deployment represents a change in Royal Caribbean's European schedule, allowing the company to maintain cruise operations in the region throughout the year rather than concentrating its programme on the warmer months.

Mediterranean deployments include expanded Greek island itineraries

Several vessels will operate Mediterranean itineraries during the 2028 summer season, with Greek destinations featuring prominently across the programme.

Explorer of the Seas will sail from Ravenna between May and October, offering seven-night voyages to the Greek Isles and Croatia. All itineraries will include extended stays in Santorini, while selected departures will also visit Kotor, Montenegro.

Liberty of the Seas will operate seven- and eight-night cruises from Barcelona, Athens (Piraeus) and Rome (Civitavecchia). Its programme will cover the Greek Isles and other Mediterranean destinations, including Marseille, Palermo and Cagliari.

Mariner of the Seas will return to the Mediterranean with seven-night itineraries departing from Barcelona, Lisbon, Athens and Ravenna. Scheduled destinations include Palma de Mallorca, Porto (Leixões) and Dubrovnik.

Meanwhile, Odyssey of the Seas will operate from Rome between April and October 2028, offering seven-night Greek Isles cruises with calls including Mykonos and destinations associated with Ephesus in Turkey.

Santorini will feature across several of the ships' itineraries, with extended evening stays and optional visits to Royal Beach Club Santorini. The cruise line is also introducing an excursion combining visits to Oia and Fira with access to the beach club.

Royal Caribbean returns to Copenhagen and Stockholm

Northern Europe will also feature in the 2028 deployment, with Jewel of the Seas returning to Copenhagen, Stockholm and the Baltic region.

Between May and August, the vessel will operate seven- to 11-night cruises from Copenhagen and Stockholm, with scheduled calls including Helsinki, Visby, Gdynia and Klaipėda.

Freedom of the Seas will operate from Southampton between May and October 2028, offering three- to nine-night itineraries across Northern and Southern Europe. Its destinations will include the Norwegian fjords, Copenhagen, Zeebrugge, Bilbao, Le Havre and Lisbon, providing a combination of Scandinavian, Atlantic and Western European routes.

The two deployments will restore Royal Caribbean's presence in several Northern European markets while maintaining Southampton as a departure point for shorter and medium-length European cruises.

Bookings open for the 2028–2029 season

Royal Caribbean opened bookings for its Crown & Anchor Society loyalty members ahead of the general sales launch scheduled for October 15, 2026.

The programme includes seven ships operating from multiple European homeports, with the introduction of winter departures aboard Rhapsody of the Seas marking the principal change to the company's regional deployment.

The new schedule also increases the range of Mediterranean and Northern European itineraries available during 2028, while extending selected cruise operations into the 2028–2029 winter season.



MAERSK AND HAPAG-LLOYD TO RELAUNCH FM1 SERVICE

Maersk and Hapag-Lloyd have announced the relaunch of the FM1 service under their Gemini Cooperation, restoring direct container shipping connections between Asia and Khor Fakkan in the Middle East.

The relaunched service will operate through a five-port rotation covering Qingdao, Ningbo, Tanjung Pelepas, Khor Fakkan and Singapore, before returning to Qingdao. The first sailing is scheduled to depart Qingdao on 17 October 2026, with the vessel Maersk Athabasca, voyage 642W.

According to the carriers' announcement, the vessel is expected to arrive at Khor Fakkan on 16 November 2026. The service will provide additional direct ocean connectivity to the port while existing operational precautions across the Middle East remain in place.

FM1 rotation and operational arrangements

The announced port rotation is:

Qingdao – Ningbo – Tanjung Pelepas – Khor Fakkan – Singapore – Qingdao

The FM1 relaunch will strengthen the Gemini network's connections between Asian export markets and Khor Fakkan. Maersk's existing landside transport solutions will complement the service, providing connections to the Upper Gulf.

However, the carriers confirmed that existing booking restrictions and cargo acceptance guidelines remain applicable. The introduction of the relaunched service does not represent a general removal of operational restrictions affecting shipments to the region.

Maersk and Hapag-Lloyd also stated that they will continue monitoring security developments across the Middle East. Any subsequent changes to services operating within the Gemini Cooperation will depend on the evolving regional situation.

The first FM1 sailing remains scheduled for 17 October, with the service's initial arrival at Khor Fakkan planned for 16 November, subject to the announced operational arrangements.

Orient Overseas Container Line (OOCL) has announced the introduction of its new Transpacific Latin Atlantic Service 3 (TLA3), expanding its container shipping network between the Far East and the East Coast of South America.

The new service is scheduled to commence in mid-December 2026, providing direct connections between major Chinese ports and key South American markets.

The TLA3 service will connect Ningbo, Shanghai and Shekou with Santos and Navegantes in Brazil, Montevideo in Uruguay and Buenos Aires in Argentina. According to OOCL, the additional service is intended to strengthen network coverage and increase sailing frequency across the trade.

OOCL TLA3 service port rotation

The new service will operate the following port rotation:

Ningbo – Shanghai – Shekou – Singapore – Santos – Navegantes – Montevideo – Buenos Aires – Navegantes – Santos – Coega – Singapore – Hong Kong – Ningbo.

OOCL LAUNCHES NEW TLA3 SERVICE



OOCL noted that the calls at Coega in South Africa and Hong Kong remain subject to further confirmation. The rotation includes two calls each at Santos and Navegantes, providing connections with Brazilian ports on both the southbound and return legs of the service.

Singapore will serve as an intermediate port on both legs, linking the Asian and South American sections of the rotation.

New service to expand South American coverage

The introduction of TLA3 will add another connection between China's major container gateways and South America's Atlantic coast.

The service will cover Brazil's principal container markets alongside Uruguay and Argentina, extending OOCL's network options for cargo moving between the two regions.

The planned launch in December comes as OOCL continues developing its international liner network, with the new rotation intended to provide additional sailing options for customers using the Far East–East Coast South America trade.

The carrier has not disclosed the number or capacity of vessels assigned to TLA3, the precise date of the inaugural sailing or detailed transit times.
Further information is also expected regarding the proposed calls at Coega and Hong Kong, which have yet to be confirmed.



GEODIS EXPANDS ELECTRIC TRUCK FLEET WITH NEW EUROPEAN INVESTMENT

GEODIS has announced an order for 110 electric heavy-duty trucks as part of its plans to expand electric road freight operations in France and develop the charging infrastructure needed to support the fleet.

The order covers 44-tonne electric trucks manufactured by Renault Trucks and Volvo Trucks, with deliveries scheduled to be completed by May 2027. The vehicles will be deployed in both urban distribution and long-distance transport operations across France.

Following the delivery of the new vehicles, the electric truck fleet operated by GEODIS' European Road Network division is expected to reach 190 units. The investment forms part of the logistics group's wider strategy to reduce greenhouse gas emissions from its transport activities.

Charging network to support electric freight corridors

Alongside the fleet expansion, GEODIS is developing electric freight corridors along major French transport routes to support the operation of battery-electric heavy-duty trucks.

The planned network is intended to provide charging opportunities at intervals of approximately 250 to 500 kilometres, supporting both regional distribution and longer-distance freight movements.

GEODIS currently operates a network of around 60 charging points and plans to increase this number to more than 200 by 2030. The infrastructure expansion is intended to improve charging availability as additional electric vehicles enter service.

Marc Vollet, Managing Director of the European Road Network at GEODIS, said the investment reflects the company's approach to fleet electrification and emissions reduction.

"It is a major investment for GEODIS, both in terms of fleet and infrastructure," Vollet said.

The company stated that the programme forms part of its emissions reduction trajectory validated by the Science Based Targets initiative (SBTi).

The additional trucks are expected to enter operation progressively as deliveries take place through May 2027. The charging infrastructure expansion will continue separately, with the longer-term target of more than 200 charging points set for 2030.



UNION PACIFIC COMPLETES MAJOR MILITARY RAIL TRANSPORT OPERATION

Union Pacific Railroad has completed one of its largest military equipment transport operations, moving vehicles and supplies for a U.S. Army division between Colorado and California as part of a major military training exercise.

The operation involved 25 trains transporting equipment associated with three Army brigades and approximately 12,000 soldiers. Shipments travelled between Fort Carson, Colorado, and Yermo, California, supporting a training rotation intended to prepare military units for operational deployments.

The cargo included combat vehicles, trucks, support equipment and other supplies. The movement required coordination between Union Pacific and military personnel, with shipments scheduled over several months to support both the initial deployment and the return of equipment following the exercise.

Union Pacific coordinates military shipments across its rail network

The first of 13 outbound trains departed Fort Carson in early June 2026. Additional trains followed at approximately 48-hour intervals through early July, transporting equipment to California ahead of the training exercise.

Redeployment operations took place in August, when equipment was transported back to Fort Carson. Some military assets were also directed to three separate depot locations rather than returning to the original departure point.

The operation involved handling different categories of military equipment across a coordinated series of rail movements. According to Union Pacific, the shipments required extensive planning between railway personnel and military representatives to accommodate the scale and scheduling requirements of the exercise.

Jacque Bendon, Senior Vice President of Marketing and Sales at Union Pacific, said the operation demonstrated the railway's capacity to transport large quantities of military equipment over long distances.

Military logistics and transcontinental rail connectivity

Union Pacific also linked the operation to its broader plans with Norfolk Southern to develop a coast-to-coast rail network.

According to Union Pacific, the proposed coast-to-coast network with Norfolk Southern would improve connectivity for military installations, manufacturers and ports across 43 states.

Union Pacific said the proposed network would provide greater flexibility and predictability for military logistics movements.

The movement illustrates the role of freight rail in transporting large volumes of military equipment between installations and training locations, particularly when shipments involve heavy vehicles and multiple train departures.



ETHIOPIAN AIRLINES SIGNS AGREEMENT WITH BOEING TO EXPAND FREIGHTER FLEET



Ethiopian Airlines Group has signed an agreement with Boeing to acquire ten freighter aircraft, as the carrier moves forward with plans to expand its cargo fleet and international air freight operations.

The agreement covers eight Boeing 777-8F aircraft and two Boeing 777F freighters, supporting the airline's fleet modernization programme and its long-term cargo expansion strategy.

According to Ethiopian Airlines, the additional aircraft are intended to increase cargo capacity and operational flexibility across its international network.

The airline currently operates dedicated freighter services to more than 70 destinations across Africa, Asia, Europe, the Middle East and North America.

Ethiopian Airlines adds Boeing 777-8F and 777F aircraft

The agreement includes eight Boeing 777-8F aircraft, the latest freighter variant of the Boeing 777X family, alongside two Boeing 777F aircraft.

Ethiopian Airlines will become the first African carrier to order the Boeing 777-8F, according to Boeing.

The 777-8F has a maximum structural payload capacity of 118 tonnes and is designed to offer payload and range capabilities comparable to existing large freighter aircraft.

Boeing states that the aircraft offers a 30% improvement in fuel efficiency and emissions performance, alongside 25% lower operating costs per tonne and a reduced noise footprint.

These figures represent Boeing's stated aircraft performance characteristics rather than independently verified results from Ethiopian Airlines' future operations.

The agreement also includes the established Boeing 777F, a twin-engine freighter already operating within Ethiopian Airlines' cargo fleet.

The announcement does not specify the financial value of the agreement or the scheduled delivery dates of the aircraft.

Cargo fleet expansion supports international network

Ethiopian Airlines currently operates 18 dedicated freighter aircraft, comprising twelve Boeing 777F aircraft, two Boeing 767 freighters and four Boeing 737-8F aircraft.

The carrier uses these aircraft to serve more than 70 cargo destinations across five major geographic regions.

The planned addition of ten Boeing freighters forms part of the airline's strategy to increase capacity and support its international logistics network.

Mesfin Tasew, Group Chief Executive Officer of Ethiopian Airlines, said the agreement represents another step in the development of the airline's cargo operations.

"This agreement marks another significant milestone in strengthening Ethiopian Airlines' cargo capabilities while supporting the continued expansion of our global network," Tasew said.

He added that the new aircraft are expected to provide greater payload capacity, operational flexibility and efficiency while supporting the airline's long-term relationship with Boeing. The airline also identified international trade and supply chain connectivity as areas it intends to support through the planned fleet expansion.

Boeing highlights growing demand for air cargo aircraft

The agreement extends the existing commercial relationship between Ethiopian Airlines and Boeing. Brad McMullen, Senior Vice President of Commercial Sales and Marketing at Boeing, said the order reflects the two companies' partnership and demand for dedicated freighter aircraft.

"Ethiopian Airlines' order for the industry-leading 777 Freighter and new 777-8 Freighter highlights both the strength of our partnership and growing demand for air cargo worldwide," McMullen said.

Boeing also highlighted Ethiopian Airlines' position as the first African airline to order the 777-8F. The aircraft manufacturer has positioned the 777-8F as a new-generation freighter designed to combine high payload capacity with improved operating efficiency.

For Ethiopian Airlines, the agreement adds to its planned investment in dedicated cargo aircraft as it continues developing its international freight network.

The airline has not provided a timetable for introducing the new aircraft into commercial service or identified the routes on which they are expected to operate.

MSC AND HUTCHISON

REOPEN TALKS ON ROTTERDAM OMEGA TERMINAL

Hutchison Ports and Mediterranean Shipping Company's (MSC) terminal investment subsidiary, Terminal Investment Limited (TiL), have resumed discussions over the proposed Omega container terminal in Rotterdam, reviving negotiations surrounding a major expansion of container handling capacity at Europe's largest port.

The development was disclosed by Dutch trade unions FNV Havens and CNV following a meeting with Hutchison Ports Delta II management on 1 October 2026.

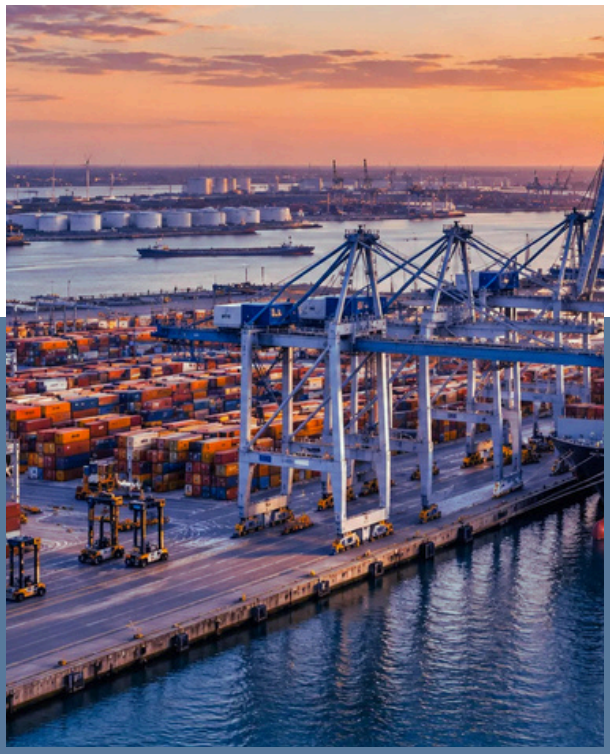
Although negotiations have restarted, neither company has announced a final agreement or investment decision, leaving the project's development timetable uncertain.

Renewed negotiations and project uncertainty

According to FNV Havens, Hutchison Ports Delta II management confirmed that discussions with TiL had resumed but did not provide details regarding their progress or the issues under negotiation.

The union reported that management had indicated the Port of Rotterdam Authority wanted clarity on the project's future before 1 January 2027. If the development does not proceed, the site could potentially be offered to other interested parties.

However, FNV questioned the reliability of the reported deadline, pointing to previous extensions of decision-making timelines.



The Omega project was originally announced in August 2022 as a joint development involving Hutchison Ports and TiL.

The initial proposal envisaged a container terminal in the Europahaven area of Maasvlakte I, incorporating parts of Hutchison Ports ECT Delta and the Delta II site.

According to the original plans, the facility would include five deep-sea berths with approximately 2.6 kilometres of quay length and annual handling capacity of between 6 million and 7 million TEU.

The development was also expected to incorporate extensive automation, with construction proceeding in phases. These specifications relate to the original proposal and have not been reconfirmed in the latest discussions.

> ***EMPLOYMENT CONCERNS REMAIN UNRESOLVED***

The prolonged uncertainty surrounding the project has also affected discussions about staffing and future operations at Hutchison Ports Delta II.

According to FNV Havens, management had previously examined an alternative arrangement involving the potential transfer of employees and equipment to ECT if the Omega development did not proceed.

Work on that alternative scenario has reportedly been suspended following the resumption of negotiations with TiL.

The union has also expressed concerns about staffing levels and the potential impact of continued uncertainty on employee retention. Meanwhile, Hutchison Ports Delta II management expects container volumes to increase during the fourth quarter compared with the summer period, according to FNV.

Despite the renewed discussions, the project's final configuration, investment arrangements and construction timetable remain unconfirmed.



PHILAPORT ANNOUNCES MAJOR EXPANSION BACKED BY PUBLIC AND PRIVATE INVESTMENT

The Port of Philadelphia (PhilaPort) is preparing for the largest expansion in its history following the announcement of an $837 million investment package aimed at increasing container and vehicle handling capacity, developing new terminal infrastructure and expanding the port's cargo operations.

Pennsylvania Governor Josh Shapiro announced the funding on October 13, with the Commonwealth committing $371.5 million in capital investment. The state funding is expected to unlock a further $466 million from private-sector investment and federal grants.

According to the Shapiro Administration, the expansion is expected to increase PhilaPort's container capacity by 122% and automobile handling capacity by 18%. The programme is also projected to create more than 6,000 jobs and generate $45 million in state and local tax revenue.

The investment package includes more than $200 million in private-sector funding and $266 million from the federal government, supporting infrastructure projects across the port's facilities.

PhilaPort expansion focuses on Southport infrastructure

A central element of the development programme is the construction of a new 2,000-linear-foot berth at Southport Marine Terminal, representing the port's first new berth development in approximately 50 years.

The project will be supported by two US Department of Transportation grants and will be accompanied by the acquisition of the 152-acre Mustin Yard property, providing additional land for container and vehicle cargo operations.

The Commonwealth's capital funding includes $145 million for reclamation work at Southport Berth II and the North Wharf, alongside $31 million for dredging at Southport Berth I.

A further $109.4 million has been allocated to land acquisition, while $58.1 million will support the purchase of cranes and other cargo-handling equipment.

PhilaPort also plans to acquire and develop additional properties within Philadelphia's Southern Port District, with the aim of increasing terminal capacity and supporting future access improvements.

At Tioga Marine Terminal, planned berth upgrades will improve facilities for liquid bulk barges and breakbulk vessels, extending the investment programme beyond container and vehicle cargo.

The projects form part of PhilaPort's Destination 2040 Strategic Plan, which identifies infrastructure development and additional cargo-handling capacity among the port's long-term priorities.

Container and vehicle capacity set for significant growth

The planned expansion is intended to accommodate additional international cargo volumes and strengthen PhilaPort's ability to handle both containerised freight and finished vehicles.

GLOVIS America, an ocean carrier specialising in finished vehicle transportation, is among the companies involved in the port's wider development plans.

Scott Cornell, CEO of GLOVIS America, said the investment would help align terminal infrastructure with customer demand and the company's vehicle shipping operations.

Holt Logistics also welcomed the announcement, with its President, Leo Holt, pointing to the longer-term employment and infrastructure implications of the construction programme.

Rich Lazer, CEO and Executive Director of PhilaPort, said the combination of infrastructure investment, available development land and the port's workforce would support efforts to expand operations and attract additional cargo business.

The port authority expects the programme to increase its market share while supporting employment across terminal operations, transportation and associated services.

PhilaPort investment builds on previous infrastructure projects

The latest announcement follows more than $600 million in Commonwealth investment in PhilaPort over the past decade.

In January 2026, construction began on road improvements near Packer Avenue Marine Terminal, supported by approximately $10 million in funding from the Pennsylvania Department of Transportation (PennDOT). The project is intended to ease traffic congestion and improve access to the terminal.



PennDOT also extended the Pennsylvania Intermodal Cargo Growth Incentive Program until July 2027. According to the state administration, $1.3 million in incentives has been awarded to cargo carriers under the programme, which it associates with 1.8 million units of cargo moving through Pennsylvania ports.

Over the previous two years, the Pennsylvania Department of General Services provided $11 million for annual maintenance dredging to preserve navigational depths and support maritime infrastructure.

The port has also expanded its passenger shipping activities. In April 2026, Norwegian Cruise Line's Norwegian Jewelmarked the return of cruise departures from Philadelphia after a 15-year absence.

According to the state administration, PhilaPort supported more than 8,000 jobs and generated nearly $1.2 billion in economic output across Pennsylvania in 2025.

The newly announced expansion programme is expected to add substantial cargo-handling capacity through the development of Southport, additional terminal land and equipment investment, although the administration has not specified a completion date for the overall programme.



LX PANTOS OPENS LOGISTICS TECHNOLOGY LAB IN SOUTH KOREA

LX Pantos has opened a technology testing facility at its MegaWise Cheongna Logistics Center in Incheon, South Korea, as the company develops automation and artificial intelligence applications for warehouse and contract logistics operations.

The facility, known as the Technology-Driven Logistics (TDL) Lab, will be used to test robotics, software and AI-based systems before their potential deployment across the company's logistics network.

The initiative forms part of LX Pantos's efforts to develop new operating models for logistics centres, with an emphasis on automated cargo handling, warehouse processes and equipment coordination.

Testing robotics and warehouse automation

The TDL Lab operates as a testing environment where LX Pantos and its technology partners can assess equipment performance and examine how different systems could be integrated into logistics operations.

The technologies under evaluation include autonomous mobile robots, automated guided vehicles, robotic arms, artificial intelligence and digital twins.

Applications range from storage and order picking to parcel sorting, pallet handling and container loading and unloading.

The company is also examining autonomous cargo movement between warehouse floors and vision-based systems for picking and inspection.

LX Pantos said the laboratory will help determine which technologies are suitable for specific operational requirements before wider implementation.

Seven technology partners involved

The initiative is supported by agreements with seven technology companies: LG CNS, Hai Robotics, Libiao Robotics, XYZ Robotics, SUM, Twinny and Deepfine.

The collaboration programme began in April 2026, with LX Pantos signing memoranda of understanding covering warehouse automation, robotics integration, autonomous transport and related technologies.
LG CNS is involved in automation systems integration, while Hai Robotics and Libiao Robotics focus on storage, picking and sorting applications. Other partners contribute robotic handling systems, autonomous mobility and vision-based technologies.

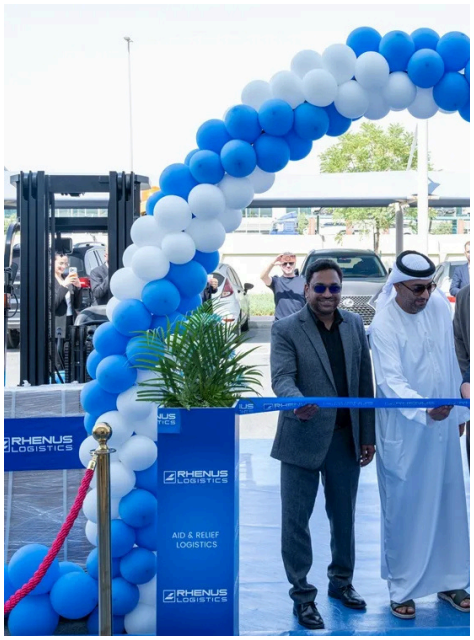
LX Pantos plans to develop its logistics operations through three stages, beginning with facilities where employees and robots work together, followed by fully unmanned operations and, ultimately, intelligent logistics centres.

These stages represent the company's longer-term development plans rather than capabilities already deployed throughout its network.

No investment value or timetable for the wider rollout of the technologies was disclosed.



Executives and employees from LX Pantos and LG CNS pose for a commemorative photo at the signing ceremony for an MOU on next-generation smart logistics development on June 1, 2026. Among those pictured here are Auh Jae-hyuck, Executive Vice President and Head of CL Business Unit at LX Pantos (fifth from left), as well as LG CNS executives Lee Jun-ho (fifth from right) and Park Sang-kyun (fourth from right)



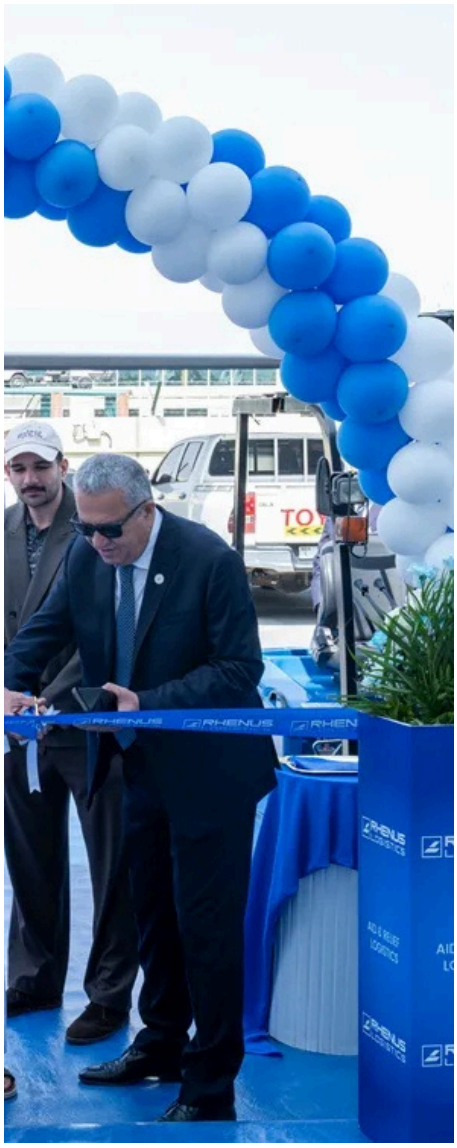
RHENUS ESTABLISHES HUMANITARIAN LOGISTICS OFFICE IN DUBAI

The new facility at Dubai Humanitarian will coordinate international relief shipments across air, ocean and road transport networks.

Rhenus has opened a permanent Aid & Relief logistics office within Dubai Humanitarian, expanding its presence in the United Arab Emirates and strengthening its operations in the humanitarian supply chain sector.

The office was officially inaugurated on 14 October 2026 and represents the company's first dedicated emergency Aid & Relief logistics office within the humanitarian hub, which accommodates United Nations agencies, non-governmental organisations and other organisations involved in international emergency response.

The opening follows the introduction of Rhenus' humanitarian logistics services in the UAE earlier this year and the company's subsequent development of regional transport capabilities.



New office to coordinate multimodal relief shipments

From its Dubai Humanitarian location, Rhenus will manage air, ocean and road freight movements involving essential humanitarian supplies, including medical products, pharmaceuticals, food, shelter materials and emergency response equipment.

The company's activities during 2026 included establishing a presence within Dubai Humanitarian, developing regional and cross-border transport solutions, obtaining a Dubai Humanitarian Free Zone licence and expanding its network of humanitarian partners.

The permanent office places Rhenus alongside organisations responsible for planning and coordinating emergency assistance, providing a local base for managing transport requirements associated with humanitarian operations.

"Being part of this community allows us to work more closely with our partners and better support their logistics requirements when and where they are needed," said Hassan Alzeer, Managing Director, Rhenus Middle East.



Expansion of humanitarian logistics operations

The Dubai office forms part of Rhenus' broader development of its Aid & Relief services, combining specialist humanitarian logistics capabilities with the company's international freight network.

The operation will support organisations transporting emergency supplies through different modes of transport, including shipments requiring coordination across multiple countries and transport providers.

Rhenus has not disclosed the investment associated with the new office or provided specific shipment capacity targets for the operation.

The company is also scheduled to participate in AidEx, taking place in Geneva, Switzerland, on 21–22 October 2026.

pelavox.

THE VOICE OF SHIPPING

Join Now





UNCTAD FORECASTS SLOWER GLOBAL GROWTH AMID SHIFTING TRADE PATTERNS

Global economic growth is expected to slow in 2026, even as international trade continues to expand, according to the latest Trade and Development Report released by the United Nations Conference on Trade and Development (UNCTAD).

The report projects global economic growth of 2.6% in 2026, compared with 2.9% in 2025, while trade in goods and services is forecast to increase by approximately 4% at constant prices.
Developing economies are expected to grow by 4%, down from 4.7% last year, reflecting growing economic pressures and an increasingly complex international trading environment.

Global trade patterns continue to shift

Global trade reached a record US$35 trillion in 2025. However, UNCTAD notes that higher trade values in 2026 are being influenced by price increases associated with the energy shock.

At the same time, geopolitical tensions, trade restrictions and changes in industrial policies are reshaping international commercial relationships.
Trade between China and the United States has declined by more than 20% since 2024, while East Asian economies have expanded their trade relationships with both China and North America.

According to the report, governments are increasingly using trade, industrial, financial and technology policies to pursue economic and national security objectives.

xport controls, investment screening and supply chain requirements are also creating additional barriers for countries seeking to enter strategic industries.

Asia remains a major driver of economic growth

Asia is expected to account for 59% of global economic growth in 2026, maintaining its position as a major contributor to international economic activity.

India's economy is projected to expand by 7.3%, followed by Indonesia at 5.2% and China at 4.5%. Vietnam is expected to record growth of 7.8%, while several Central Asian economies are also forecast to experience strong expansion.

Despite this performance, UNCTAD warns that the economic convergence experienced by several Asian economies has not been replicated across much of the developing world.

The report also identifies artificial intelligence and advanced computing products as major drivers of merchandise trade. However, the economic benefits remain concentrated among a limited number of companies and countries.

Developed economies accounted for approximately 70% of the value of announced greenfield investment projects in high-value strategic sectors between 2020 and 2025, including semiconductors, energy transition technologies and AI infrastructure.

Energy costs and financial pressures weigh on developing economies

The report highlights the impact of the Middle East conflict on global energy markets, with Brent crude prices rising from approximately US$70 to more than US$110 per barrel in the weeks following the outbreak of the conflict.

Higher energy prices have increased economic pressure on energy-importing developing countries, particularly those already facing elevated borrowing costs and financial instability.

UNCTAD also reports that capital flow volatility has doubled since the conflict began, while official development assistance is projected to decline by almost 7% in 2026, marking a third consecutive annual reduction.

The organization identifies energy diversification, stronger domestic production capabilities and closer coordination between industrial and financial policies as important priorities for developing economies.

Regional integration gains importance

As international production becomes increasingly specialized, UNCTAD expects regional and sector-specific economic cooperation to play a greater role in global trade.

The report identifies the African Continental Free Trade Area as an example of efforts to strengthen regional markets, reduce trade costs and support the development of regional value chains.

It also highlights the Pan-African Payment and Settlement System, which aims to connect 42 African currencies and reduce barriers to cross-border payments.

"Rising economies of the Global South are becoming regional anchors, extending trade integration to new financial initiatives. This works best alongside a multilateral trading system that keeps non-discrimination and special and differential treatment at its core," said Pedro Manuel Moreno, Acting Secretary-General of UNCTAD.

The report calls for stronger coordination of industrial, financial and technology policies, alongside measures to increase domestic value creation and strengthen links between foreign investment and local suppliers.



NORD GAS SOLUTIONS CONSIDERS NORDIC LISTING AMID GROWING GAS SHIPPING ORDERS

German investment company Mutares is exploring strategic options for its subsidiary Nord Gas Solutions (NGS), including a potential listing on a Nordic stock exchange, as the company's activities in gas shipping and energy infrastructure continue to expand.

In an announcement issued on 14 October 2026, Mutares said the review follows the development of NGS, formerly Wärtsilä Gas Solutions, into a supplier of gas handling, fuel supply and regasification systems for maritime and energy applications.

The company reported a confirmed order backlog of approximately €880 million as of 30 September 2026. It also identified a potential project pipeline valued at €1.8 billion, although these opportunities do not represent secured orders.

Revenue growth and strategic options

Nord Gas Solutions generated approximately €459 million in revenue during the first nine months of 2026, compared with €283 million during the corresponding period of 2025.

Mutares expects the company to generate annual revenue exceeding €575 million in 2026, based on its current outlook. The forecast remains subject to business developments during the remainder of the year.

The parent company is considering several strategic alternatives for NGS, including a possible Nordic stock market listing. However, no final decision has been announced, and Mutares has not confirmed whether or when such a transaction might proceed.

Projects across LNG and LPG shipping

Nord Gas Solutions supplies equipment and technologies used in LNG and LPG transportation, including cargo handling systems, fuel supply solutions and regasification equipment.

Among the contracts highlighted by Mutares is an agreement awarded in August 2026 to supply cargo handling and LPG fuel supply systems for eight new 90,000-cubic-metre gas carriers associated with BW LPG. The company also secured a contract in June 2026 for systems serving two 40,000-cubic-metre gas carriers linked to Byzantine Maritime.

Its project portfolio additionally includes a regasification unit for the conversion of the LNG carrier Methane Patricia Camila into a floating storage and regasification unit (FSRU) for Excelerate Energy. Mutares also identified an order associated with Exmar and the expansion of the EemsEnergyTerminal in the Netherlands.

These projects were awarded before the latest announcement and form part of the company's existing business activities rather than newly signed contracts on 14 October.

The strategic review comes as Mutares assesses options for its investment in NGS. Any potential listing would remain dependent on subsequent decisions, market conditions and applicable regulatory requirements.



CMA CGM AND ENGIE ADVANCE BIOMETHANE PROJECT AT LE HAVRE

CMA CGM and ENGIE have signed a framework agreement to develop a biomethane production facility in the industrial-port area of Le Havre, France, as the two companies expand their cooperation on renewable marine fuels.

The proposed facility is expected to produce approximately 7,000 tonnes of biomethane annually, equivalent to 100 GWh, for use by CMA CGM's fleet. Production is planned to begin in 2029/2030, subject to the project's development and investment approvals.

ENGIE will lead the technical development and permitting process and, following a final investment decision, would oversee construction and operation. CMA CGM plans to participate as a minority shareholder through PULSE, its energy investment fund.

Proposed facility to support marine fuel supply

The project will process livestock waste, household biowaste and agricultural residues into biomethane, which would be supplied to CMA CGM through the European gas grid under a certified mass-balance system.

According to the companies, the fuel can be used by CMA CGM's LNG-powered vessels without modifications to their engines or existing LNG bunkering infrastructure.

The partners estimate that the planned production could avoid approximately 23,000 tonnes of CO_2 emissions annually. They also expect the facility to produce 100,000 tonnes of digestate for agricultural use and recover 13,000 tonnes of biogenic CO_2 for commercialisation.

These figures represent projected outcomes rather than production or emissions reductions already achieved.

Partnership builds on earlier cooperation

The development extends a partnership established between CMA CGM and ENGIE in 2021 to support renewable fuel production and distribution for shipping.

CMA CGM expects more than 200 dual-fuel vessels capable of using alternative fuels to have joined its fleet by 2030. The company states that biomethane can reduce lifecycle greenhouse gas emissions by at least 67% compared with conventional marine fuels.

ENGIE, meanwhile, aims to increase its annual European biomethane production capacity from 1.2 TWh to 10 TWh by 2035.

The companies are also considering further renewable fuel initiatives in France and elsewhere in Europe.

However, the Le Havre project remains subject to a final investment decision, and the partners have not disclosed its investment cost or a confirmed construction timetable.

ABS AND US DEPARTMENT OF ENERGY PARTNER ON MARITIME NUCLEAR TECHNOLOGY

The American Bureau of Shipping (ABS) and the US Department of Energy (DOE) have signed a memorandum of understanding to advance the potential use of advanced nuclear technologies across the commercial maritime sector.

The agreement establishes a framework for cooperation on nuclear-powered vessels, floating nuclear power solutions and the infrastructure required to support their development and operation.



It also covers the potential role of US ports, shipyards and industrial facilities in building and maintaining nuclear-powered maritime assets.

Cooperation focuses on feasibility and maritime infrastructure

Under the agreement, ABS and the DOE's Office of Nuclear Energy will collaborate on concept development and feasibility studies for floating nuclear power systems and nuclear-powered transportation corridors.

The initiative will also examine the technical, regulatory, economic and policy requirements associated with establishing a US maritime nuclear sector.

ABS will co-manage the Maritime Nuclear Applications Group (MNAG) and provide expertise to support the assessment of potential commercial applications.

The classification society will also coordinate related activities through the US Maritime Administration's US Center for Maritime Innovation (USCMI), where ABS serves as Secretariat.

Safety and regulatory requirements remain central

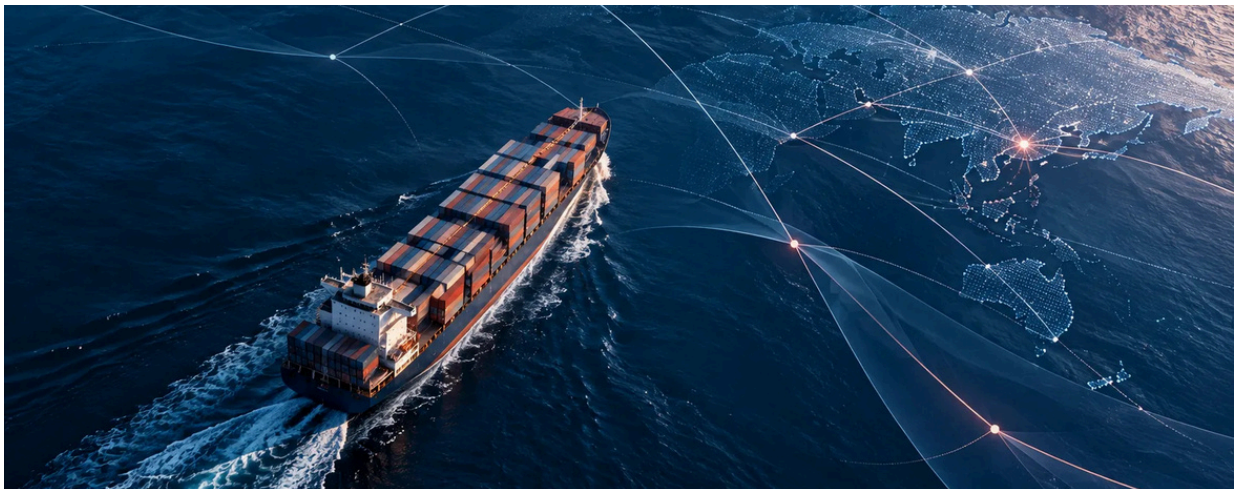
The cooperation aims to support coordination between government agencies and industry stakeholders as advanced nuclear technologies are evaluated for maritime applications.

Potential uses include vessel propulsion and floating power generation, although the agreement does not announce any specific construction programme or deployment schedule.

ABS has previously developed classification rules for floating nuclear power plants and granted approvals in principle for several nuclear-related projects.

The latest agreement builds on that work by establishing a broader framework for evaluating the practical requirements of nuclear technology in commercial maritime operations.

WHO CONTROLS GLOBAL SHIPPING DATA? THE LOGINK DEBATE



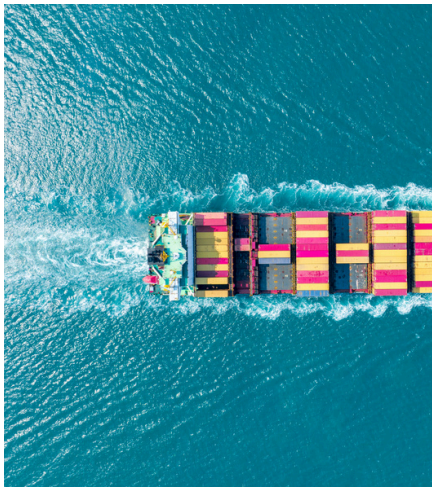
Global shipping data is becoming increasingly important as the maritime industry accelerates its digital transformation. From container movements and vessel schedules to port operations and inland transport, the exchange of information is now central to international trade.

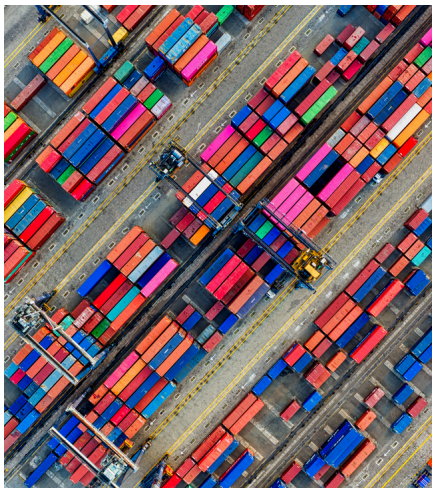
Container carriers, ports and logistics providers depend on accurate information to coordinate cargo movements, vessel schedules and inland transport operations. While greater connectivity can improve efficiency, it also raises questions about who can access commercially sensitive data and how that information is governed.

China's state-supported LOGINK platform has brought these issues into focus.

Originally developed to improve logistics information exchange, LOGINK pursued international partnerships that could have extended its reach across major trading networks. However, its overseas expansion has suffered significant setbacks.

An investigation published by Reuters on 5 October 2026 documented stalled international partnerships, financial difficulties and legal disputes affecting the initiative.





Beyond the difficulties of one platform, the developments raise a broader question for the maritime industry: how can global shipping benefit from interconnected digital infrastructure while maintaining confidence in the security and governance of its data?

LOGINK's international ambitions face obstacles

LOGINK, formally known as the National Transportation and Logistics Public Information Platform, originated in China's Zhejiang province as a project intended to improve coordination between ports, transport providers and logistics businesses. The platform subsequently received support from China's central government and pursued a wider role in international logistics information exchange.

Its underlying concept addressed a practical challenge. Maritime supply chains involve numerous organisations operating different digital systems. Connecting these systems can reduce administrative duplication and improve the availability of operational information.

In 2010, China established a data-sharing arrangement with Japan and South Korea, linking their respective national logistics information platforms.

Follow us

LOGINK later explored cooperation with European ports and digital logistics networks.

However, several of these initiatives failed to develop into sustained partnerships.

According to Reuters, a 2017 memorandum of understanding with the Portuguese port of Sines produced no significant results. A separate agreement signed with Portbase, the digital platform supporting the Port of Rotterdam, in 2019 did not progress beyond exploratory discussions.

LOGINK's participation in the International Port Community Systems Association (IPCSA) also ended in 2024. Reuters reported that the platform had stopped paying membership fees, while IPCSA confirmed that the associated international data-sharing initiative was inactive.

Cooperation with Japan and South Korea encountered difficulties as well. According to officials cited by Reuters, trilateral meetings stopped after China cancelled a scheduled gathering in March 2024. Japanese authorities subsequently reported losing access to LOGINK data.

The platform's difficulties were not limited to international partnerships.

Reuters identified legal claims involving the commercial entity behind LOGINK's operations in Wenzhou and reported that its offices appeared inactive during a visit in September 2026.

However, these developments do not establish that every LOGINK-related activity has ended.

China's Ministry of Transport issued a policy document in June calling for the platform to be connected to additional domestic logistics data sources, suggesting that the broader objective of logistics information integration remains part of government policy.

The distinction between international setbacks and the possible continuation of domestic initiatives is important when assessing the platform's future.

Why global shipping data has become a strategic concern

LOGINK's international ambitions attracted particular attention from the United States, where authorities have warned about the potential security implications of Chinese-controlled logistics information infrastructure.

In its 2026 maritime security advisory, the US Maritime Administration identifies LOGINK as a platform aggregating logistics information from multiple sources, including ports, shipping companies and logistics networks.

The advisory warns that integrating the system into critical port infrastructure could provide China with access to sensitive logistics data.

The concern reflects the potential value of information generated by international trade.

Cargo movements, vessel schedules and logistics activity can reveal patterns in commercial relationships, transport dependencies and supply chain operations.

When aggregated across different markets, such information may provide insights extending beyond individual shipments.

However, potential access to sensitive information should not be confused with evidence of its misuse.

The American assessment identifies possible vulnerabilities associated with LOGINK's capabilities and governance. It does not, by itself, demonstrate that the platform has conducted espionage or improperly used commercial data.

The Chinese side has disputed the extent of the platform's information-gathering capabilities.

According to Reuters, LOGINK official Li Zhao stated in a 2024 submission to the Office of the United States Trade Representative that the platform lacked the capability to collect sensitive commercial information or continuously monitor global cargo movements.

That position differs from the concerns expressed by US authorities, although the full scope of the platform's data access has not been independently established.

Officials from Japan and South Korea also provided important clarification about their cooperation with LOGINK.





Their respective transport authorities told Reuters that information shared through the arrangement concerned vessel arrival and departure times and cargo loading and unloading activities, rather than details about the contents of shipments.

These statements suggest that the scope of information exchange in specific international arrangements was more limited than some broader security concerns might imply.

They also illustrate why the nature of the data exchanged, the permissions granted and the technical safeguards applied are central to evaluating any logistics information platform.

What the LOGINK debate means for shipping companies

For container shipping companies and terminal operators, the issues surrounding LOGINK extend beyond the relationship between China and the United States.

The management of global shipping data is becoming an increasingly important consideration for container carriers and terminal operators as digital connectivity expands across international supply chains.
Modern maritime operations rely on information moving between multiple independent organisations.

Shipping lines exchange schedules and shipment updates with terminals and logistics partners. Ports coordinate with customs authorities, trucking companies and inland transport operators. Freight forwarders and cargo owners depend on timely information to manage deliveries and respond to disruptions.

Greater digital connectivity can improve these processes, particularly when information is exchanged consistently and without unnecessary manual intervention.

However, the integration of external platforms also creates questions about data ownership, access rights, cybersecurity and operational dependence.

A shipping company considering participation in a logistics information network must assess how its data will be processed, who may access it and what contractual protections apply.
Terminal operators face similar considerations when connecting external platforms with port community systems and operational networks.

The implications are commercial as well as technical.

A platform that becomes deeply integrated into daily operations may create dependencies that are difficult or costly to replace. Conversely, restrictions on particular technologies could require companies to maintain multiple connections or adapt to different information-sharing requirements.

Such fragmentation could increase integration costs and complicate efforts to improve supply chain visibility.

These are potential industry implications rather than documented consequences directly attributable to LOGINK's difficulties.

Nevertheless, they demonstrate why decisions about digital infrastructure increasingly influence operational flexibility and commercial risk management.

The importance of common maritime standards

The debate over LOGINK also highlights the importance of interoperability between maritime information systems.

International organisations and industry associations have been developing standards intended to improve the exchange of information without requiring every participant to operate through an identical technological platform.

Since 1 January 2024, the International Maritime Organization has required Maritime Single Window systems for the electronic exchange of information between ships and public authorities during port calls.

The requirement, introduced under the Facilitation Convention framework, aims to streamline reporting procedures and improve the efficiency of maritime administration. The IMO also encourages the use of harmonised data definitions to support interoperability between different systems.Within container shipping, the Digital Container Shipping Association's Track & Trace standard provides common definitions for exchanging shipment, transport and container-related events.

Such standards can help carriers, terminals and logistics providers communicate more consistently, even when they operate different underlying technologies.

These initiatives are not direct replacements for LOGINK. They address different functions within maritime digitalisation.

However, they demonstrate that information exchange can be supported through common technical standards rather than dependence on a single centrally managed network. For maritime businesses, interoperability may offer greater flexibility when selecting technology providers, integrating new partners and adapting to changing regulatory requirements.

Digital trust and the future of maritime logistics

LOGINK's international setbacks demonstrate that technological capabilities alone are not sufficient to secure widespread adoption. Digital logistics networks depend on the willingness of multiple organisations to exchange information. That willingness can be influenced by commercial confidence, operational reliability, regulatory requirements and concerns about data governance.

The reasons behind LOGINK's deterioration remain uncertain.

Reuters reported that its international retreat coincided with American efforts to discourage cooperation with the platform. However, the investigation did not establish why LOGINK's operations deteriorated so sharply. It would therefore be premature to attribute the platform's difficulties entirely to geopolitical pressure. Financial problems, legal disputes and the limited progress of international partnerships also form part of the documented picture.

For the wider maritime industry, the experience illustrates a fundamental challenge.

The value of digital integration increases when more participants can exchange information efficiently. Yet the same connectivity can create concerns about control, security and dependence on external infrastructure. Balancing these considerations will become increasingly important as shipping companies, ports and logistics providers continue to digitalise their operations.

The future of maritime information exchange may not depend on which individual platform achieves the greatest international reach. Instead, it may be shaped by the ability of the industry to establish trusted systems, interoperable standards and clear rules governing the use of commercial information. LOGINK's difficulties are therefore significant beyond the future of the platform itself. They highlight how confidence in data governance can influence the adoption of technology across international supply chains. As maritime digitalisation advances, the central question is not simply who controls global shipping data, but who determines the conditions under which that information can be accessed, exchanged and used.

BEHIND QATAR'S STRATEGY FOR AN EXIT FROM THE CRISIS

Without a pipeline, a second coastline or a way to shuttle its cargo, Qatar is returning to the LNG market the only way left to it: by sailing straight through the risk.

Qatar shipped close to a fifth of the world's LNG before the war, so its exports have been the clearest measure of how far the Strait of Hormuz remains closed.

In the four weeks after the carrier Al Rayyan made the first crossing, roughly twenty laden Qatari tankers left the Gulf. By the end of September, deliveries were nearing a third of prewar levels.

No political settlement made this possible. Across the Gulf, export volumes have recovered to around four-fifths of their prewar level, even as attacks on shipping hit record highs. The volumes are coming back while Iran still decides the terms, cost and risk of each passage.

That distinction matters, because a recovery that depends on Iranian tolerance can be reversed by a single strike, and one offensive action can undo months of rebuilt traffic within days.

Qatar is pushing volumes as hard as it can in October because it is racing a window.

Several deadlines converge in November: a possible resumption of US strikes after the midterms, pressure on Iran's oil revenues from China, and the peak of the winter gas squeeze.

Each cargo Qatar delivers lowers the price Tehran can charge for reopening the Strait. Shrinking leverage rarely produces concessions.

A player whose main card is losing value tends to raise the stakes before it becomes worthless, and Iran's recent rhetoric and its widening target area fit that pattern, with incidents now reaching the Qatari coast itself.

Shippers should not expect costs to fall in anticipation of a deal.

A war-risk premium of seven to eight dollars a barrel has become a structural floor, not a temporary spike. Freight rates are at historic highs, and they are approaching the point where transport costs start to consume a large share of the cargo's value.

Qatar's position is defined by what it lacks. Crude exporters have built a relay system in which tankers run cargo out through the Strait to ships waiting in the Gulf of Oman. The UAE exports through Fujairah, on its own coast outside the Strait.



Saudi Arabia diverted crude through its pipeline to the Red Sea, until that route was attacked and war-risk underwriters began pricing the Red Sea as they did the Gulf.

LNG must be kept at minus 162 degrees, so it cannot easily be moved between ships at sea. Qatar therefore has no route around the Strait, and its only option is to keep sending carriers through it.

Qatar showed this in July, when a single attack on one vessel was enough to halt its exports almost completely. The real exposure lies deeper still.

If Ras Laffan's damaged plant is hit again, no transit permit or insurance guarantee can restore cargoes that cannot be produced.

The pace of Qatar's return is driven by commercial fear as much as by security calculation.

US cargoes were displacing Qatari supply for Indian buyers, and China was speeding up its move away from Gulf suppliers. Once a buyer has made an alternative supply chain work, that alternative tends to stay in place. Contracts are already being rewritten around routes that avoid Hormuz.

Saudi Arabia is offering buyers long-term loadings for 2027 outside the Strait, and contracts across the market are being restructured around the risk that cargoes will not be delivered.

Qatar has no route of that kind to sell. It can defend its market share only by delivering on time now, before buyers who had written off Qatari supply make that decision permanent.

The ships doing this work are not ordinary commercial tonnage.

Qatar depends on a captive fleet linked to the state, made up of Nakilat vessels and QatarEnergy charters, which can take on risk that independent owners would refuse. This is part of a wider change in which the state is replacing the insurance market.

The London war-risk market is under severe strain. Gulf governments are moving liability onto their own balance sheets, and Qatar is a likely candidate to formalise such a guarantee scheme. Producers across the Gulf are buying tankers rather than chartering them.

The result is a growing two-tier fleet, with state-aligned ships on one side and commercial ships on the other, and insurance pricing that is less transparent than it was.

Qatar's strategy is to spend sovereign risk tolerance to buy back its share of the market.

The approach is fast and has already caught buyers off guard, but it is fragile.

The ceiling on the recovery is no longer set by Iranian permission but by practical capacity: how quickly carriers can turn around, how much of Ras Laffan is working, and how long crews will keep sailing.

For a market heading into winter at multi-year price highs, Qatar has become the stabiliser that tips the balance, and it is accepting the risk that the rest of the market will not.

THE VOICE OF SHIPPING
A digital magazine by pelavox.

COPYRIGHT & PUBLICATION INFORMATION

© 2026 pelavox. All rights reserved, except where otherwise credited.

The Voice of Shipping is published by pelavox., covering shipping, ports, logistics and transport.

Copyright

Unless otherwise indicated, the original articles, editorial content and design of this publication are protected by copyright. Photographs, illustrations and other third-party materials remain the property of their respective rights holders and are used with permission or under applicable licences.

No part of this publication may be reproduced, republished, distributed or used commercially without prior written permission from the relevant rights holder, except as permitted by applicable law.

Editorial responsibility

The views expressed in contributed articles and interviews are those of their authors and speakers and do not necessarily reflect the views of pelavox. Reasonable care is taken to ensure accuracy at the time of publication. Information may change after publication.

Advertising

Advertisements and sponsored content are identified accordingly. Advertisers are responsible for the accuracy of their claims and for securing the necessary rights to the materials they supply. Publication does not constitute endorsement by pelavox.

Contact

info@pelavox.com

pelavox.



THE VOICE OF SHIPPING