

Connecting You to the Future of Shipping. Discover, Engage, Inspire!

NEWSLETTER

Dear Stakeholders,

As we welcome 2025, I would like to take this moment to express my heartfelt gratitude to our incredible CAPELINE team, esteemed customers, and valued partners. Your unwavering support and trust have been instrumental in our growth and success, and I sincerely appreciate your continued collaboration. The global shipping industry is evolving at an unprecedented pace, driven by technological advancements, sustainability goals, and shifting trade landscapes. To stay ahead, CAPELINE is committed to innovation, efficiency, and delivering exceptional service.

Here are some key trends shaping the shipping industry in 2025:

- **Digital Transformation & Smart Shipping:** AI-driven logistics, automation, and block chain technology are revolutionizing supply chain operations, enhancing transparency, and improving efficiency
- **Sustainability & Green Initiatives:** With increasing environmental regulations and the industry's push toward de-carbonization, sustainable shipping solutions, alternative fuels, and energy-efficient vessels are becoming the norm.
- **Strengthening Supply Chain Resilience:** In the face of economic uncertainties, geopolitical challenges, and climate disruptions, building a more adaptable and robust supply chain is essential. CAPELINE continues to expand its network and partnerships to ensure seamless global logistics.
- **Rising Demand for E-commerce & Logistics:** The rapid growth of e-commerce is reshaping shipping demands, requiring more agile, technology-driven, and flexible logistics solutions. CAPELINE is constantly evolving to meet these changing needs.

A Vision for 2025: At CAPELINE, our mission for 2025 is to drive innovation, enhance operational efficiency, and expand our global reach. Our focus remains on delivering sustainable, customer-centric, and technology-driven shipping solutions. We firmly believe that collaboration and adaptability will pave the way for future success.

As we set sail into this new year 2025, I extend my sincere appreciation to all our stakeholders. Your partnership and trust inspire us to push boundaries and set new benchmarks in the shipping industry. Together, we will navigate the challenges and seize the opportunities that 2025 holds.

Mr. Sreenath M N



GIANT AIRSHIP POISED TO REVOLUTIONIZE CARGO TRANSPORT!

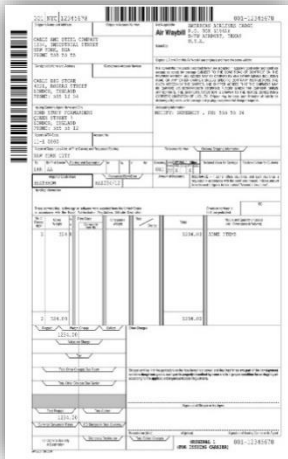


PARIS: French start up Flying Whales is set to revolutionize cargo transport with its ambitious Large Capacity Airship 60 Tonne (LCA60T) project. This massive 656-foot-long helium-filled airship is designed to transport essential goods and materials while remaining airborne, bridging the gap between populated areas and remote, hard-to-reach locations without the need for traditional infrastructure.

Flying Whales' LCA60T: The Airship Poised to Transform Cargo Transport.

- ✓ **By the Numbers: The LCA60T's Cutting-Edge Technology:** The LCA60T boasts an impressive cargo capacity of 132,000 pounds, exceeding that of the Airbus Beluga XL. Its helium volume of 6.3 million cubic feet allows it to soar to 10,000 feet, while 32 electric propellers generate a combined 5,360 horsepower, pushing it to a top speed of 63 mph. This innovative airship features a composite beam lattice frame with metal joints, ensuring structural integrity. It carries 14 non-pressurized helium cells, equipped with advanced sensors, and its 315-foot cargo bay includes dual sliding doors. A Diatex ultralight polyester textile forms the outer skin, enhancing aerodynamics and durability.
- ✓ **Powering the Future of Sustainable Flight:** Initially, the LCA60T will rely on a hybrid system of high-voltage lithium-ion batteries and turbine generators. However, Flying Whales aims to transition to hydrogen fuel cells, cutting emissions and making the airship a greener alternative for cargo transport.
- ✓ **Strategic Partnerships and Progress:** Flying Whales has teamed up with key industry players to bring its vision to life. Evolito is supplying 32 D250 electric motors, each delivering 308 horsepower. The company has already secured over \$300 million in funding and started wind tunnel tests on its outer skin material in January 2025.
- ✓ **Endless Applications: A Game-Changer for Logistics:** The LCA60T's versatility makes it ideal for various industries. It can transport renewable wood from remote forests, deliver construction materials for energy projects, and airlift cargo containers from land or sea. Additionally, the airship could play a crucial role in humanitarian aid, supplying disaster-stricken areas and even deploying modular hospitals in underserved regions.
- ✓ **Kurt's Key Takeaways:** The LCA60T represents a bold step forward in cargo transport. While the project faces significant technical and economic hurdles, its potential to redefine logistics and connect remote locations is undeniable. With flight testing set for 2027, the world eagerly awaits to see if this revolutionary airship can take to the skies and usher in a new era of sustainable, efficient transportation.

WHAT IS AIR OR RAIL WAY BILL IN SHIPPING?



An Air Waybill (AWB) or Rail Waybill is issued depending on the mode of transport. The AWB, a non-negotiable document provided by an air carrier, acts as both a receipt for the consignor (shipper) and a type of bill of lading, though it offers less protection due to its non-negotiable status. It contains the shipment's destination and contact details for the consignor and consignee (receiver). Conversely, the Rail Waybill, used for railway shipments, is prepared by the shipping agent or railway line based on the shipper's instructions.

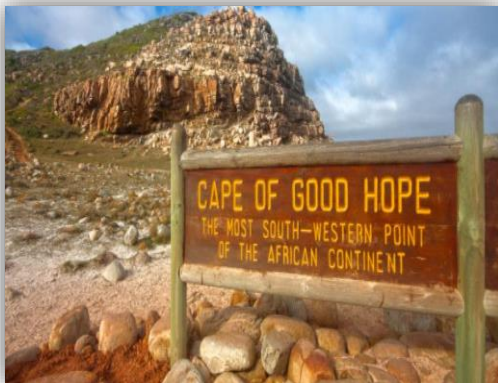
Air or Rail Waybill list includes details such as:

- ✚ Shipper's name and contact details.
- ✚ Consignee's name and contact details
- ✚ Description of the goods being shipped
- ✚ Origin and destination addresses
- ✚ Weight and dimensions of the shipment
- ✚ Transport mode and carrier details
- ✚ Tracking or reference number
- ✚ Instructions or special handling requirements
- ✚ Payment terms and charges

more related on next issue>>>



Breakbulk premier event focuses on the project cargo & breakbulk industries in the Middle East, attracting a diverse audience that includes EPCs, energy companies, freight forwarders, ports, carriers & equipment providers. The 2025 edition aims to expand its offerings with increased floor space for exhibitors, new industry insight on the Main Stage & enhanced networking opportunities, such as the BUSINESSrun.



"Eager to Know About Seasonal Products? Explore Now!"

India, the seventh-largest country in the world, is a vibrant and diverse nation located in South Asia. Known for its rich cultural heritage, India is home to over 1.4 billion people, making it the most populous country in the world. It boasts a variety of landscapes, from the towering Himalayas in the north to the serene backwaters of Kerala in the south, and vast deserts to lush forests. India has a history dating back thousands of years, with notable contributions in fields like science, mathematics, art, and philosophy. Its democracy is the largest globally, and its economy is one of the fastest growing. The country's cultural diversity is reflected in its multitude of languages, religions, cuisines, and traditions, making it a unique blend of ancient and modern influences.

- ✓ **Autumn:** During the post-monsoon/autumn season October to November, India experiences mild temperatures and receding rainfall. This season is marked by the harvest of pulses such as lentils, chickpeas, and pigeon peas, along with millets like jowar and bajra. Apples are harvested in Himachal Pradesh, Jammu & Kashmir, and Uttarakhand, while saffron blooms in the Kashmir Valley. Additionally, turmeric and ginger are key spices cultivated in Tamil Nadu and the northeastern states.
- ✓ **Summer:** India experiences hot and dry weather, with temperatures often exceeding 40°C in northern and central regions. This season is renowned for mangoes, the "king of fruits," with varieties like Alphonso and Dasher. Melons, cucumbers, and bottle gourds thrive as staple summer crops, while sugarcane sees significant growth. Jackfruit is another prominent product, cultivated mainly in tropical regions like Kerala and West Bengal.
- ✓ **Monsoon:** During the monsoon season, India experiences wet and humid weather due to the southwest monsoon. This period is vital for kharif crops, with rice being the primary crop grown in states like West Bengal, Andhra Pradesh, and Tamil Nadu. Other key crops include cotton in Maharashtra, Gujarat, and Telangana, maize across various regions, soybean in Madhya Pradesh and Maharashtra, and groundnut in Gujarat and Rajasthan.
- ✓ **Winter:** India experiences a cool and dry climate with temperatures ranging from 10°C to 25°C, and even lower in northern regions. This season is ideal for the cultivation of rabi crops, with wheat being the primary crop grown extensively in states like Punjab, Haryana, and Uttar Pradesh. Barley is another important winter crop, while mustard is cultivated in Rajasthan and Uttar Pradesh for oil production. Winter also brings a variety of vegetables, including green peas, spinach, and carrots. Additionally, oranges, a popular winter fruit, are widely grown in Maharashtra and Madhya Pradesh.

The Cape of Good Hope, a rocky promontory at the southern end of the Cape Peninsula in Western Cape, South Africa, is renowned for its stormy weather and rough seas caused by the meeting of the warm Mozambique-Agulhas Current and the cool Benguela Current. First sighted by Portuguese navigator Bartolomeu Dias in 1488 during his return voyage to Portugal, it was initially named the "Cape of Storms." Historical accounts suggest that either Dias or King John II of Portugal renamed it the "Cape of Good Hope," symbolizing the optimism of finding a sea route to India. The area, characterized by grass and low shrubs, is part of the Cape of Good Hope Nature Reserve, established in 1939. A lighthouse is located on Cape Point, about 2 km east of the cape, near Cape Town, South Africa's legislative capital.



UNDERSTANDING DIFFERENT TYPE OF CONTAINER SHIP

✓ FEEDERS

Feeders are small container vessels, typically about 492 feet long, capable of carrying up to 2,000 TEUs. Designed for shallow waters, they connect smaller or inland ports with larger shipping hubs, effectively “feeding” bigger vessels. Unlike their larger counterparts, feeder ships often feature onboard loading gear, such as cargo cranes, as the smaller ports they serve usually lack extensive lifting equipment.

✓ PANAMAX

Panamax ships, first built in the 1980s, are 965 feet long with a capacity of 4,000- 5,000 Teus, a featuring 106- foot beam and a 39.5-foot draft. These vessels were specifically designed to fit through the original Panama Canal, significantly reducing international shipping times. However, the canal’s limited size restricted container ship dimensions until its expansion in 2016.



✓ ULTRA LARGE CONTAINER VESSEL

Ultra large container Vessels (ULCVs) are the largest container ships, capable of carrying 14,000 TEUs or more. These massive vessels can exceed 1,312 feet in length and reach up to 193.5 feet in width. While too large for the Panama Canal, they can transit the expanded Suez Canal with ease. ULCVs typically operate on major shipping routes, such as between Shanghai, the world’s busiest container port, & ports in Northern Europe.

✓ FEEDERMAX

Feedermax ships operate similarly to feeder ships but are slightly larger inland ports, such as those in the Baltic sea. In addition to standard cargo, Feedermax ships often transport specialty goods, including hazardous raw materials and oversized items that cannot be shipped with standard containers. Their increased size and capacity make them versatile for handling unique shipping needs, bridging the gap between smaller feeder vessels and larger container ships. This adaptability ensures they play a crucial role in global logistics networks.

✓ POST-PANAMAX

Post-Panamax ships refer to vessels too large to pass through the original Panama Canal locks, which couldn’t accommodate ships over 984 feet long. Introduced in the 1980s alongside the panama class, these ships were defined by their ability to carry over 5,000 Teus. Following the Panama Canal expansion, only the largest container ships are classified as Post- Panama. These massive vessels must bypass the canal entirely, often navigating Cape Horn at South America’s tip, significantly extending shipping times.

✓ NEW PANAMAX

The Panama Canal expansion in 2016 introduced the New Panamax, or Neopanamax, designed for ships that fit the new canal’s larger dimensions. The expanded canal accommodates vessels over 1,300 feet long and 157 feet wide, with a carrying capacity of up to 12,500 TEUs. This increased capacity enables more goods to transit the canal, avoiding the lengthy journey around Cape Horn.

Ask questions>>>

What are Bulk Carrier Ships?



A bulk carrier, commonly referred to as a bulker or dry bulker, is a specialized merchant vessel designed to transport substantial quantities of unpackaged bulk materials. These ships play a critical role in global trade, carrying commodities like iron ore, coal, grains, salt, aluminum, and copper ore across vast distances. Built for efficiency, bulk carriers feature large cargo holds and robust structures to handle the weight and volume of these dense materials. They are equipped with specialized loading and unloading systems, which vary depending on the cargo type and port infrastructure. Bulk carriers range in size from smaller vessels suited for regional trade to massive Capsizes and Panamax ships capable of traversing major shipping routes like the Suez or Panama Canals.

more related on next volume>>>



**WCA WORLDWIDE
CONFERENCE2025**

**25FEBRUARY TO 1
MARCH,2025
DUBAI, UAE**

UPCOMING EVENTS



CTL & BHP 2025

**11-12 MARCH 2025
MUMBAI, INDIA**



GUESS WHAT?

China, rich in history and culture, thrives with diverse climates that produce an array of seasonal treasures. Spring brings tender bamboo shoots and aromatic tea from Hangzhou, while summer offers juicy lychees and refreshing watermelons. Autumn highlights golden persimmons and Fujian's prized oolong tea, and winter showcases resilient crops like napa cabbage and Chinese yams. China's agricultural abundance reflects centuries of innovative farming and a deep harmony with nature.

*more on these seasonal treasures
in our next edition>>>*

NEWSHEADS



"Red Sea Shipping Set to Normalize by Q2 2025, Say Maritime Experts!"

Maritime transport experts anticipate a return to normal shipping traffic levels in the Red Sea by Q2 2025, contingent on sustained regional stability following the Gaza ceasefire. Ahmed Al-Shami, a maritime transport economics expert, highlighted the gradual positive impact on Suez Canal traffic, emphasizing its cost and time advantages over the Cape of Good Hope route, despite ongoing political uncertainties. While transit rates are expected to remain stable until June, freight rates may decline in Q2. However, industry leaders, including Ahmed Mostafa of FIATA and Hazem Abo Elnil from Alexandria Container & Cargo Handling Company, caution that major shipping firms like Maersk and Hapag-Lloyd remain hesitant to resume Red Sea operations without clear security assurances. With 2025 shipping strategies set to be announced in April, the industry is closely monitoring whether companies will revert to the Suez Canal or continue using the longer alternative route. Logistics expert Mohamed Ali predicts normalization by mid-2025, though adjustments in supply chains and shipping strategies may prevent a full return to pre-crisis conditions.

WHAT'S NEW

TAKE A LOOK INSIDE

UNIQUE FEATURES OF
OPEN- SIDE STORAGE
CONTAINERS!

RELATED ON PG:3

“UAE, INDIA, AND CHINA LEAD THE WAY AS TOP MARKETS FOR SAUDI ARABIA’S NON-OIL EXPORTS”

Saudi Arabia’s non-oil exports surged in November 2024, reaching SR26.92 billion, a 19.7% annual increase, as the Kingdom continues to diversify its economy under Vision 2030. The UAE emerged as the top destination, with exports valued at SR7.17 billion, driven by machinery, transport parts, and precious metals. India and China followed as major markets, with outbound shipments totaling SR2.52 billion and SR2.17 billion, respectively. Key export categories included chemical products, plastic, and rubber, while King Fahad Industrial Sea Port in Jubail played a pivotal role, handling SR3.39 billion worth of goods. The non-oil sector's steady expansion was reflected in Saudi Arabia’s PMI of 58.4 in December, the highest among Middle Eastern nations.

Imports rose by 13.9% year-on-year in November, amounting to SR73.65 billion, with China being the leading source at SR20.11 billion. Mechanical appliances and transport equipment dominated inbound shipments, while the US and UAE also ranked among the top suppliers. Most imports entered via sea, with King Abdulaziz Sea Port in Dammam handling SR18.19 billion worth of goods. Saudi Arabia’s economic diversification continues to gain momentum, with strong non-oil activities driving growth and reinforcing the Kingdom's shift from oil dependency.

INSIDE THIS EDITION

INCOTERM: CFR

DIVE IN
PG NO: 5



"AD Ports Group Wins Prestigious 2024 Green World & Green Apple Environment Awards!"

Abu Dhabi: AD Ports Group, a global leader in trade, transport, and logistics, has been honored with two prestigious environmental awards—the Silver 2024 Green World Award for "Transport & Distribution: Community Commitment" and the Bronze Green Apple Award for "Sustainable Development: Carbon Reduction." These accolades recognize the Group's dedication to sustainability in the maritime and logistics sectors, including initiatives like integrating alternative energy sources and electric-powered tugboats. In 2023, the Group reduced greenhouse gas emissions intensity by 2% and electricity intensity by 7% while increasing container throughput by 13%. Captain Saif Al Mheiri, CEO of Abu Dhabi Maritime and Chief Sustainability Officer, emphasized that these awards reflect AD Ports Group’s commitment to innovative, eco-friendly practices and inspire continued progress toward a sustainable future.

“DP World Achieves Record- Breaking Capacity Milestone!”



DP World has surpassed a significant milestone, exceeding 100 million TEU of container handling capacity across its global portfolio. This achievement reflects over \$11 billion in investments and a 33% capacity growth over the past decade, fueled by infrastructure expansion, greenfield developments, and acquisitions. Starting with a capacity of 75.6 million TEU in 2014, DP World has steadily modernized its operations to meet the evolving needs of the global supply chain.

Highlighting its impact, DP World COO Tiemen Meester noted the company’s transformative role in developing underutilized trade markets, such as its recent takeover of Tanzania’s Dar es Salaam facility. Previously plagued by long vessel wait times, the port has seen significant improvements within six months under DP World’s management. As 2024 marks 45 years of Jebel Ali Port and 40 years of the Jebel Ali Freezone, DP World continues to enhance its global footprint while driving trade and socio-economic growth worldwide.

LITTLE-KNOWN FACT

OPEN-SIDE STORAGE CONTAINER

An open-side storage container is a specialized shipping container featuring full-length doors along one entire side, in addition to the standard doors at one end. This design allows for easy access to the interior, making it ideal for loading and unloading wide, oversized, or irregularly shaped items that may not fit through standard end doors. The side doors can be fully opened, creating a large, unobstructed entry point that simplifies handling bulky goods such as machinery, construction materials, or large furniture. Constructed from durable steel, these containers are weather-resistant and secure, offering protection against the elements. Open-side containers are typically available in standard dimensions of 20 feet (6.1 meters) and 40 feet (12.2 meters) in length, maintaining structural integrity despite the side openings. They are widely used in industries like logistics, retail, and construction, where quick and flexible access to stored materials is crucial. Additionally, their versatile design makes them popular for innovative applications such as pop-up shops, mobile workspaces, and exhibition booths.



“Container xChange Unveils Free Leasing Marketplace: Global Partnerships and Transparent Pricing Revolutionize the Industry”

Container xChange, a global leader in container trading and leasing, has launched free access to its One-Way Leasing Marketplace, enabling businesses to connect with over 1,700 vetted partners across 2,500+ locations. Users can explore container availability, access transparent pricing insights on 10,000+ trade routes, and make informed leasing decisions without incurring costs. This initiative aims to simplify the shipper-owned container (SOC) leasing process, fostering transparency and trust in a market often plagued by challenges like fraud and lack of reliable partnerships. The platform provides real-time data and tools to help businesses optimize their logistics and navigate geopolitical uncertainties effectively.

A recent survey by Container xChange revealed that 78% of container trading businesses face difficulties in forming trusted partnerships, with tariff wars, geopolitical conflicts, and chokepoints at critical transit locations adding to the challenges. To address these issues, the free One-Way Leasing Marketplace empowers companies to adopt SOC leasing strategies with greater ease, efficiency, and confidence. The initiative is part of Container xChange’s mission to democratize access to tools and insights, enabling businesses to build trust, reduce risks, and thrive in a volatile global trade environment.



“SOHAR PORT & FREE ZONE ACHIEVE \$30 BILLION MILESTONE IN CUMULATIVE INVESTMENTS!”



Sohar Port and Free Zone have reached a milestone of \$30 billion in cumulative investments, with over \$4 billion added in 2024 alone through major projects such as a \$1.35 billion polysilicon facility, a \$1.6 billion LNG bunkering project powered by solar energy, and a \$600 million iron ore concentration plant. The port recorded over 3,000 vessel calls in 2024, with a 77% rise in general cargo throughput, a 15% growth in container volumes, and a 19% increase in ship-to-ship operations. Land occupancy at the Free zone hit 85%, with nine agreements signed, covering 130 hectares and attracting \$1.8 billion in investments. These achievements underline Sohar’s role in advancing Oman’s economic diversification under Vision 2040 while driving innovation, sustainability, and global competitiveness.

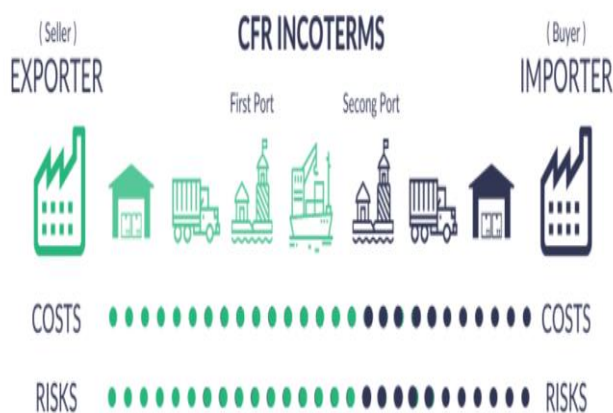
“NEW STUDY FINDS TARGETED SUBSIDIES AND GHG LEVY KEY TO ACCELERATING E-FUEL ADOPTION”



A new report by the UCL Energy Institute and maritime consultancy UMAS highlights the urgent need for targeted subsidies and a substantial GHG levy to accelerate the early adoption of e-fuels in the maritime sector. Released ahead of the International Maritime Organization’s (IMO) upcoming Maritime Environment Protection Committee (MEPC) meeting, the study warns that the current path to decarbonization requires immediate intervention through both commercial and policy actions. The research finds that existing policies, including fuel standards and financial mechanisms, are insufficient to drive an e-fuel transition before 2040, potentially locking the industry into alternative compliance options that could hinder long-term sustainability. Without maximum efficiency, the transition could become more expensive, disruptive, and prone to delays, further jeopardizing the sector’s ability to meet its revised decarbonization strategy.

The study models the total cost of ownership for a 14,000 TEU container vessel to assess different technology and fuel policy combinations currently under IMO discussions. It concludes that early low-cost compliance routes such as LNG, biofuels, and carbon capture may become uncompetitive within a decade, emphasizing the need for early investment in e-fuels. The report suggests that a GHG pricing mechanism starting at \$150 per tonne of CO₂e, rather than the previously considered \$30, would generate sufficient revenue to support both the energy transition and ensure an equitable shift for affected communities. To bridge the cost gap between e-fuels and traditional compliance options, the study advocates for a targeted subsidy or reward mechanism funded through the GHG levy, which would ensure a faster and more sustainable transition for the shipping industry.

CURIOUS TO KNOW



Though the seller is responsible for the carriage process, he is not liable for the insurance proceeding.

CFR, which stands for Cost and Freight, is an incoterm specifically used for sea and ocean freight, particularly for bulk and non-containerized cargo. For containerized cargo, the CPT incoterm is generally preferred. Under CFR terms, the seller's responsibility extends up to the designated port of destination, but the risk transfers to the buyer once the goods are loaded onto the ship, even before the freight journey begins. The buyer is responsible for all costs beyond the destination port, including arranging insurance for the goods.

Unlike the CIF incoterm, which obligates the seller to provide insurance, CFR does not require the seller to arrange or cover insurance for the shipment.

“ASYAD SHIPPING ANNOUNCES \$2.7 BILLION INVESTMENT SURGE FOR FUTURE GROWTH”

Asyad Shipping, the maritime transportation arm of Oman’s Asyad Group, plans to invest between \$2.3 billion and \$2.7 billion in expanding and modernizing its 89-vessel fleet over the medium term. The Muscat-based company, which recently announced plans to float 20% of its share capital on the Muscat Stock Exchange, aims to capitalize on rising shipping demand and the need to replace aging assets. Asyad Shipping is strategically positioned to benefit from Oman’s growing oil, LNG, and refined product exports, as well as the emerging green hydrogen sector, which is expected to drive demand for transporting green ammonia and methanol. Its diversified fleet, spanning crude tankers, LNG carriers, product tankers, and dry bulk carriers, supports its expansion into high-growth markets across Asia, the Middle East, and North Africa. With investments funded through internal and external sources, the company remains focused on sustainable growth, profitability, and enhancing shareholder value.



“Aramex Launches State-of-the Art Robotic Sorting Facility at Jeddah Islamic”

Aramex has unveiled a cutting-edge robotic sorting facility at Jeddah Islamic Port under the patronage of HE Rayan Salah Al-Din Al-Bakri, Deputy Minister for Logistics Services at Saudi Arabia’s Ministry of Transport and Logistics Services. This milestone marks a significant advancement in Aramex’s digital transformation, reinforcing its position as a leader in innovation-driven logistics. The facility features a highly advanced automated sorting system with three feeding lines and 120 robotic guided vehicles, enabling the processing of 4,000 shipments per hour and a daily capacity of 96,000 shipments. By integrating AI-driven logistics, robotics, and temperature-controlled environments, the facility enhances operational efficiency, doubles handling capacity, and improves last-mile delivery precision, setting a benchmark for the future of logistics in the region. Aligned with Saudi Arabia’s Vision 2030, Aramex’s strategic investment in automation and sustainability supports the nation’s ambition to become a global logistics hub. Abdulaziz Al-Nowaiser, General Manager of Aramex, emphasized the company’s commitment to shaping the future of logistics through advanced technology. In addition to increasing handling capacity by 100%, Aramex is preparing to launch drone deliveries by February 2025, initially serving a banking sector client. Samer Marei, Vice President GCC at Aramex, reiterated the company’s dedication to the Saudi market, highlighting ongoing investments in innovation and infrastructure to drive sector modernization. By expanding its technological capabilities, Aramex aims to contribute to the Kingdom’s logistics transformation and Vision 2030 goals.



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