

NEWSLETTER

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

MONTHLY
EDITION

May: 2025
Volume 07

INSIDE
THIS
ISSUE

Documents that moved the world

Building on our last edition, this newsletter provides further insights into key shipping documents, highlighting the **Certificate of Origin** in this issue.

A Guide to container types in shipping

This edition continues our exploration of vital shipping documents, focusing specifically on the **Tanker documentation** used in maritime transport.

Global Freight Trends: Monthly Snapshot

The **News head** section brings you a roundup of important developments and news across the industry.

"Transforming Bulk Liquid Transport: Capeline Leads with ISO Tank Expertise"



Mr. JAYAN K
BUSINESS DEVELOPMENT
MANAGER
BULK LIQUID - ISO TANK

Since 2022, Capeline has marked a new chapter in its growth story by venturing exclusively into ISO tank operations.

ISO tank division leverages the company's extensive experience in handling various logistics services and offering comprehensive solutions for transport hazardous and non-hazardous liquid cargo's ensuring safety and compliance with international standards

After establishing a dominant presence in the dry, reefer, and special equipment divisions, this strategic move underscores our commitment to offering complete and specialized logistics solutions to our global clients.

Having joined CAPELINE to lead this division after nearly 10 years in the specialized ISO tank industry experience handling leading global tank operator in this ME region. I am proud to be part of a brand that continues to build its name in every niche of freight logistics. Today, we serve some of the top customers across the region and collaborate with leading ISO tank operators around the globe. Our success in this space is built on our deep industry knowledge, operational precision, and strong global network. As we move forward our focus will be enhancing efficiency, maintaining and ensuring that CAPELINE continues to be the trusted partners in this tank industry.

The present market scenario demand for ISO tank quite increased compared to last few years and the tank Survey reveals industry growth much better than previous year and we are gradually making our foot print in this bulk liquids ISO tanks market. Here with sharing market growth for ISO tank past 10-12 years.

Continue on pg.8

"INDIVIDUAL COMMITMENT TO A GROUP EFFORT THAT IS WHAT MAKES A TEAM WORK, A COMPANY WORK, A SOCIETY WORK, A CIVILIZATION WORK."

- Vince Lombardi

Certificate of Origin Template

Certificate of Origin

Exporter Name and Address:		Blanket Period: (DD/MM/YYYY)				
Tax Identification Number: Producer Name and Address:		FROM: TO: Importer Name and Address:				
Tax Identification Number:		Tax Identification Number:				
Description of Good(s)	TARIF CLASSIFICATION NUMBER	PREFERENCE CRITERION	PRODUCER	NET COST	COUNTRY OF ORIGIN	

I CERTIFY THAT:

- Information provided in this certificate is based on facts and is accurate and I assume the responsibility for giving such representations. I understand that I am liable for any false statement or material omission made on or in connection with this document.
- I agree to maintain and present upon request documentation necessary to support this certificate and to inform, in writing, all persons to whom this certificate was given of any change that would affect accuracy or validity of this certificate.
- This certificate consists of _____ pages including all attachments.

Authorized Signature:		COMPANY:	
Name: (Print or Type)		TITLE:	
Date: DD/MM/YYYY	Ph: xxxxxxxxxxxx	Fax: xxxxxxxxxxxx	Customs Form:

WHAT IS A CERTIFICATE OF ORIGIN IN SHIPPING?

The **Certificate of Origin (CO)** is a vital document in international trade that certifies the country in which a product was manufactured or produced. It plays a crucial role in determining whether goods are eligible for import and if they qualify for preferential tariffs under trade agreements between countries. Issued by authorized bodies such as chambers of commerce, the Certificate of Origin is often required by customs authorities in the importing country to assess duties, ensure compliance with regulations, and confirm the legitimacy of the goods being shipped.

Certificate of Origin includes details such as:

- ❖ Exporter and Importer Information
- ❖ Description of Goods
- ❖ Country of Origin
- ❖ HS Code
- ❖ Transportation Details
- ❖ Declaration Statement
- ❖ Certification Authority Stamp

**UPCOMING
EVENTS**

**MAKE IT IN THE
EMIRATES**
19th – 22nd May 2025
ADNEC Centre Abu Dhabi



**SEATRADE
MARITIME &
LOGISTICS MIDDLE
EAST**

6th-8th May 2025
Dubai World Trade Centre,
Dubai, UAE



SEASONAL SPOTLIGHT: SEE WHAT'S GROWING!!!



QATAR is a small but influential country located on the northeastern coast of the Arabian Peninsula, bordered by Saudi Arabia and surrounded by the Persian Gulf. Known for its vast natural gas reserves and modern infrastructure, Qatar has rapidly developed into one of the wealthiest nations per capita. Its capital, Doha, is a vibrant city that blends traditional Islamic architecture with cutting-edge skyscrapers. Despite its arid desert climate, Qatar has invested heavily in sustainable agriculture and food security, including using advanced greenhouse and hydroponic technologies to produce crops year-round. The country experiences two main seasons: a hot, dry summer (May–September) and a mild, pleasant winter (November–March), which greatly influences its seasonal agricultural output.

- ✓ Dates (Summer – June to August)
- ✓ Tomatoes (Winter – November to March)
- ✓ Cucumbers
- ✓ Leafy Greens
- ✓ Melons (Late Winter to Early Spring – February to April)

More related on next edition>>>

UNDERSTANDING DIFFERENT TYPES OF TANKER SHIPS



Oil Tankers: Are specialized vessels that carry crude oil and its refined products—gasoline, diesel, jet fuel, and heating oil—in bulk. They incorporate safety measures such as double-hull construction, inert-gas systems, and segregated ballast tanks to minimize spill and explosion risks. Ranging from Medium Range ships of 25,000–45,000 DWT to Ultra Large Crude Carriers over 320,000 DWT, they enable efficient intercontinental transport between oil fields and refineries.

Liquefied gas carriers: Gas tankers, transport bulk LPG, LNG and industrial gases (such as ethylene or ammonia) under pressure or cryogenic conditions. LPG vessels employ pressurized, refrigerated or semi-refrigerated tanks, while LNG carriers use advanced insulation to maintain cargo at around -162°C . Equipped with leak-detection systems, emergency shutdown valves and rigorous temperature-and-pressure controls, these ships ensure safe handling from loading through discharge.

Chemical and product carriers: Are multipurpose tankers engineered to transport diverse liquid chemicals and refined petroleum products safely. Their stainless-steel or corrosion-resistant coated tanks and segregated piping preserve cargo purity, while configurations range from 2,000–15,000 DWT Flexible Chemical Tankers to IMO Type II/III vessels for higher-hazard loads. Outfitted with real-time monitoring, precise temperature control, and rigorous cleaning protocols, they ensure product integrity and compliance with global safety and environmental regulations.

More related are headed way in the next edition>>>>

“EXCITED TO DIVE DEEPER”

CPT INCOTERM, the seller fulfills their delivery obligation as soon as the goods are handed over to the first carrier at the agreed place of shipment. The seller is responsible for all costs associated with transporting the goods to the named destination—this includes export clearance, inland freight in the exporting country, and main carriage charges—but does **not** bear the cost of insurance. From the moment the goods are delivered to the carrier, **all risk** of loss or damage passes to the buyer, even though the seller continues to pay freight to the destination.

The buyer’s responsibilities begin at that handover point: they must arrange and pay for any insurance, handle import customs clearance, and cover unloading and onward carriage costs beyond the named place. The seller must also provide the buyer with the transport documents (e.g., a bill of lading or waybill) necessary to claim the goods from the carrier. CPT applies to **any mode of transport**, including multimodal shipments, and is especially useful when the seller has better access to competitive freight rates but the buyer prefers to manage insurance and import formalities themselves.



RARELY NOTED POINT

A.P. Møller - Maersk acquires Hamburg Süd

On 1 December 2016, A.P.

Møller - Maersk agreed to acquire Germany’s Hamburg Süd from the Oetker Group—bringing the combined fleet to over 730 vessels and securing more than 20% of global container capacity. The transaction, which closed in April 2017, has since generated upwards of \$400 million in annual synergies.



“ORIGINS OF SEABORNE COMMERCE”

Early Maritime Trade

Ancient maritime commerce traces back to around 5500 BCE, when Mesopotamians first navigated the Tigris-Euphrates in simple reed boats sealed with bitumen. By 3000 BCE, Egyptians had advanced to plank-and-reed hulls capable of Nile voyages and Red Sea crossings to Punt and Byblos, trading grain and papyrus for cedar, gold, and resins. Around 2600 BCE, Harappan outposts like Lothal on the Indus seaboard established regular seaborne exchanges with Sumer—swapping carnelian beads and lapis lazuli—while early ports at Ur, Lothal, and Qal’at al-Bahrain began to exhibit docks, cargo seals, and amphora fragments. These riverine and coastal networks not only facilitated the exchange of ceramics, textiles, metals, and exotic goods across Dilmun, Magan, and Meluhha but also introduced hull-building techniques, navigational practices, and commercial protocols that form the foundation of today’s global shipping infrastructure.

Ancient Shipping Routes

As ancient civilizations flourished, maritime trade routes emerged as vital arteries of economic and cultural exchange. By 1500 BCE, the Phoenicians—renowned seafarers from the Levant—had established expansive networks across the Mediterranean, reaching as far as the British Isles and trading commodities such as olive oil, wine, and metals. Concurrently, the Indian Ocean evolved into a major commercial corridor. Early Harappan trade with Mesopotamia laid the groundwork for broader connections linking the Arabian Peninsula, Southeast Asia, and East Africa. These routes facilitated the exchange of textiles, spices, ceramics, and precious stones, while also fostering technological and cultural diffusion. Together, these ancient maritime systems formed the backbone of early globalization and continue to influence modern trade dynamics.

Stay tuned for more next edition>>>

“LITTLE-KNOWN FACT”

ISO TANK



An ISO tank container is a standardized, cylindrical container used for the transportation of bulk liquids, gases, and powders. It is designed to meet the International Organization for Standardization (ISO) specifications, ensuring its compatibility with different modes of transport, including ships, trains, and trucks. Typically made of stainless steel with an outer protective layer, these containers have a capacity ranging from 17,500 to 26,000 litres. ISO tank containers are highly durable, reusable, and can handle hazardous and non-hazardous materials. Their robust design ensures that the contents remain secure during transit, minimizing the risk of spillage or contamination. These containers are widely used in industries such as chemicals, food and beverages, pharmaceuticals, and petroleum, offering a safe and efficient way to transport liquids across the globe.



What triggered
the massive
explosion at
Iran's Bandar
Abbas port?

“WTO Warns of Trade Slowdown Amid Rising Tariffs, But LDCs Set to Gain”

A recent World Trade Organization (WTO) report warns of growing uncertainty in global markets, driven by escalating tariffs and mounting economic tensions among major economies. This turbulence is expected to dampen global trade, with merchandise trade growth projected to contract by 0.2% in 2025. Tariffs on Chinese goods are predicted to significantly disrupt trade flows in both the US and Europe. Notably, Europe was forecasted to contribute positively to global trade in 2025 and even more so in 2026 for the first time in two years. However, under the updated projections reflecting current policy tensions, North America is now expected to drag global trade down by 1.7 percentage points in 2025.

In a surprising twist, the economic upheaval appears to offer new opportunities for least developed countries (LDCs). As trade tensions divert orders away from China, LDCs are poised to fill the gap—particularly in sectors like agriculture and apparel—resulting in improved export performance. The WTO now anticipates LDC export volume growth to rise to 4.8% in 2025, up from a baseline forecast of 3.5%, while their import growth is projected to increase from 7.0% to 7.6%.

AD Ports Completes First LNG Ship-to-Ship Bunkering at Khalifa Port

AD Ports Group has successfully carried out the first ship-to-ship (STS) liquefied natural gas (LNG) bunkering operation at Khalifa Port, marking a significant step toward sustainable maritime practices in the region. The operation was conducted while the container vessel MSC Thais was offloading cargo at Abu Dhabi Terminals, with LNG fuel supplied by Monjasa using the bunker vessel Green Zeebrugge. Captain Saif Al Mheiri, CEO of Abu Dhabi Maritime and chief sustainability officer at AD Ports Group, emphasized the group's commitment to providing shipowners with clean fuel options aligned with global decarbonisation goals.

The operation followed international safety and environmental standards, complying with protocols from the IMO, IAPH, ISO, and SIGTTO. LNG, known for its ability to reduce greenhouse gas emissions by approximately 20% compared to conventional marine fuels, also significantly lowers emissions of sulphur oxide, nitrogen oxide, and particulate matter. While LNG is a fossil fuel and considered a transitional option toward cleaner shipping, renewable and synthetic forms of LNG offer the potential for even greater emissions reductions, supporting broader industry efforts to meet net-zero targets.





IRAN PORT EXPLOSION

Death rises to 70

A major explosion at Iran's Shahid Rajaee port was likely caused by poor storage of chemicals, according to Hossein Zafari, spokesperson for Iran's crisis management organisation. He told ILNA news agency that previous warnings had been issued about the risks at the port, but they were not addressed.

The port's customs office suggested that the blast began with a fire at the hazardous materials storage depot, which then triggered explosions in several containers. A regional emergency official confirmed that multiple containers were involved.

Citing a source close to Iran's Islamic Revolutionary Guard Corps, *The New York Times* reported that the substance that exploded was sodium perchlorate, a key ingredient in solid missile fuel. However, an Iranian government spokesperson stressed that while chemicals likely caused the incident, the exact details were still under investigation.

Government Response

In response to the blast, Iran's President Masoud Pezeshkian has ordered a full investigation and sent Interior Minister Eskandar Momeni to oversee the situation at the site. Momeni reported that the fire had largely been contained and that operations like container loading and customs clearance had resumed.

State television showed dramatic images of huge black and orange smoke clouds rising over the port, with nearby buildings severely damaged. The explosion was powerful enough to be felt up to 50 kilometres (30 miles) away, according to Fars news agency. Shahid Rajaee port, located near the Strait of Hormuz, is Iran's largest container port and handles the majority of its container trade.

A Pattern of Industrial Accidents

This explosion adds to a growing list of deadly industrial accidents in Iran, many of which have been blamed on negligence. Recent incidents have included refinery fires, a gas explosion at a coal mine, and a fatal repair accident in Bandar Abbas in 2023.

Iran has also accused Israel of sabotaging its infrastructure, including a 2020 cyberattack on Shahid Rajaee port and a February 2024 attack on Iranian gas pipelines. Israel has been pressuring for the dismantlement of Iran's nuclear programme, which Tehran insists is solely for peaceful purposes, though international experts warn it is nearing weapons capability.

**Trump Calls for
Free Passage of
U.S. Ships**

Continued on the next page

Trump Calls for Free Passage of U.S. Ships Through Panama and Suez Canals

On April 26, 2025, U.S. President Donald Trump publicly called for free transit rights for American commercial and military vessels through both the Panama and Suez Canals. In a post on Truth Social, he asserted that these critical maritime passages "would not exist" without U.S. involvement and instructed Secretary of State Marco Rubio to address the matter without delay. The statement reflects an extension of Trump's ongoing push for greater U.S. control over the Panama Canal and now also includes the Suez Canal as a strategic concern. In response, Panamanian President Jose Raul Mulino reaffirmed that toll regulations for the Panama Canal fall under the autonomous Panama Canal Authority (ACP), emphasizing that no agreements exist to exempt any nation from fees. Earlier this month, U.S. Defense Secretary Pete Hegseth echoed similar intentions during a visit to Panama City, indicating that the U.S. seeks an arrangement to prioritize and waive fees for its naval vessels. The United States and China currently rank among the largest users of the Panama Canal, underscoring the geopolitical sensitivity of Trump's remarks.



DP World Terminals in India Records Double-Digit Growth

DP World Terminals in Mundra and Cochin Report Robust Growth in FY 2024-25

DP World's terminals at Mundra and Cochin have recorded exceptional performance for the financial year 2024-25, with both facilities achieving strong year-on-year growth.

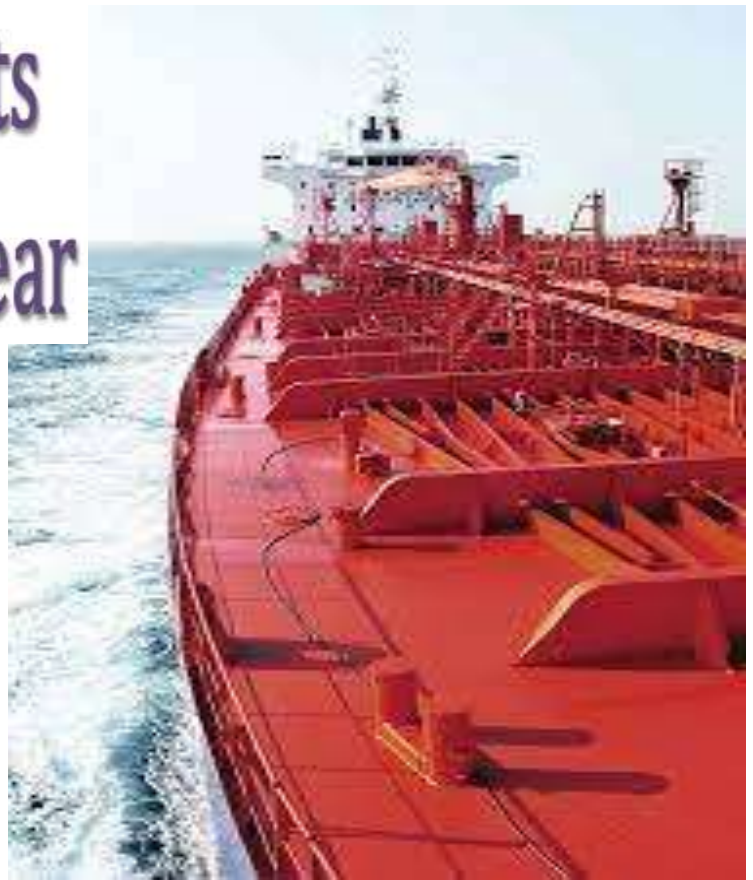
Mundra International Container Terminal (MICT) handled 1,497,228 TEUs during the year, marking a 13% increase over the previous fiscal period. The terminal also achieved its highest-ever monthly throughput in March 2025, handling 138,983 TEUs—surpassing the previous record of 138,000 TEUs set just two months earlier in January.

DP World Cochin also set a new benchmark, recording an all-time high annual throughput of 834,665 TEUs—an 11% increase compared to the previous year. This included a record transshipment volume of 169,562 TEUs. The terminal's performance was supported by significant infrastructure upgrades over the past year, including the addition of new ship-to-shore cranes, electrified e-RTGs, and expanded yard space. These enhancements have increased Cochin's total handling capacity to 1.4 million TEUs annually.

These milestones underscore DP World's commitment to driving operational excellence and strengthening India's maritime logistics ecosystem.

Gulf Navigation Reports Financial Loss for the Year

Dubai-based Gulf Navigation (GulfNav) reported a net loss of AED 20 million for 2024, marking a challenging year following a period of recovery. The company attributed the setback to strategic investments and vessel maintenance aimed at bolstering long-term operational strength and regulatory compliance. Key activities included extensive drydocking and upgrades to its fleet, seen as essential to maintaining competitiveness in the global petrochemical shipping sector. Looking ahead, GulfNav anticipates a rebound in market demand and stronger revenues in 2025. In a strategic move to diversify its portfolio, the company secured shareholder approval for the AED 3.2 billion acquisition of Brooge Energy Limited's assets, through a mix of new shares, convertible bonds, and a AED 460 million cash payment. GulfNav reaffirmed its commitment to financial stability, cost optimisation, and strategic growth through partnerships and market expansion.



GULF NAV®

Table 2: Annual Global Tank Container Growth (1 Jan 2013 - 1 Jan 2025)

Year	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Players/Tank Type													
Operators - Number	240	245	245	235	230	218	212	218	209	205	194	176	118
Total Operators Fleet (Owned and Leased)	619,741	587,970	568,760	489,895	443,110	418,300	381,750	365,000	342,500	329,080	305,700	265,500	226,460

For those unfamiliar with the equipment, an ISO tank is essentially a cylindrical pressure vessel mounted within a standardized steel frame. It is designed and manufactured according to standards set by the International Organization for Standardization (ISO), ensuring global compatibility and safe handling. These tanks are fitted with a variety of service features, including safety valves, venting systems, heating, insulation, and measurement devices, making them suitable for transporting a wide range of hazardous and non-hazardous liquids and gases.

Why ISO Tanks Matter in Bulk Liquid Transport ISO tank containers have become the preferred choice for transporting bulk liquids due to several compelling advantages:

- Safety:** The robust design and standardized construction significantly reduce the risk of leakage and spillage, making them a far safer option compared to drums and flexi-bags.
- Efficiency:** Fast loading and unloading processes minimize downtime and improve turnaround times.
- Cost-effectiveness:** Lower handling costs, reduced residual waste, and no extra storage or disposal costs make ISO tanks more economical in the long run.
- High Payload:** They offer an optimal payload capacity of 25KL to 26KL.

Reusability: ISO tanks are reusable, promoting sustainability and reducing packaging waste.

Types of ISO Tanks and Their Applications Different tank types are designed for specific commodities, ensuring safe and compliant transport:

Food Grade Tanks - Used exclusively for transporting food and beverage products.

T11 Tanks - The most commonly used tanks, suitable for a wide range of chemical and non-chemical liquids.

T14 Tanks - Designed for more aggressive chemical products.

T50 Tanks - Suitable for gaseous products like ammonia.

T75 Tanks - Engineered for cryogenic liquids such as argon, helium, and nitrogen.

Swap Tanks - Used for high-capacity transport, accommodating 26MT to 35MT of cargo.

These diverse tank types enable us to handle everything from food-grade liquids to hazardous chemicals and industrial gases with the highest safety and compliance standards.

Looking Ahead

The launch of the ISO tank division and representing tanks operators mark as significant milestone in CAPELINE SHIPPING'S journey. The company is poised to strengthen its position in logistics industry.

As global trade continues to demand safer, cleaner, and more efficient logistics solutions, ISO tanks are positioned as a key enabler of growth in the bulk liquid sector. At Capeline, we're proud to be at the forefront of this transformation, offering our partners reliability, expertise, and seamless service in this specialized domain.

We look forward to continuing this journey, building on our strengths, and setting new benchmarks in the ISO tank industry.



“Beyond the Business Beat”

Capeline welcomed the spirit of **Vishu** with joy, tradition, and a whole lot of color! Our workspace came alive with beautiful decorations, traditional attire, and the aroma of festive delights. It was a wonderful moment of togetherness as teammates shared smiles, laughter, and a bit of Kerala's rich culture. From the **Vishukkani display** to the delicious treats, the celebration reminded us of the beauty of unity in diversity.



Culture,
Celebration
Connection



Our People, Our Pulse: Our Passion & Performance

We are proud to celebrate the incredible performance of **Team Capeline**, who emerged as **Runners-Up** in the highly competitive **BPL Tournament**. With unwavering determination, teamwork, and sportsmanship, our team battled through each match with passion and resilience, earning well-deserved recognition on the field. Their achievement reflects the spirit of Capeline, where excellence extends beyond the workplace. Congratulations to all the players for making us proud!



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UAE/ INDIA/ KSA

