

Maersk charters ships from ONE and Yang Ming due to “insufficient” fleet

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Maersk Line, which had not been as aggressive as its rivals in ordering newbuildings, is now finding itself short of Neo-Panamax ships as [more vessels are rerouted round the Cape of Good Hope](#).

It has now transpired that Maersk Line has chartered the newly built 15,000 TEU ONE Focus from Ocean Network Express (ONE), in addition to the 13,100 TEU Wan Hai A12 that the Danish operator fixed from Taiwan’s Wan Hai Lines.

Both ships have been assigned to Maersk Line's TP6 Far East-US West Coast service that is jointly operated with its 2M partner Mediterranean Shipping Company.

The Wan Hai A12, newly delivered from Samsung Heavy Industries, was originally meant for Wan Hai’s Transpacific or Far East-South America services. According to Alphaliner, Maersk chartered Wan Hai A12 and ONE Focus in a private arrangement with Wan Hai and ONE, meaning that the hire rates and duration are not disclosed.

Confirming the fixture, Wan Hai's spokesperson told *Container News*, "We will deploy our vessels according to the latest service plan. Adjustments by subletting/charter-in vessel are possible depending on our business plan."

Alphaliner, which mentioned Maersk's charter of ONE Focus in its report, stated that the ship is the fifth of seven conventionally-powered and scrubber-fitted neo-Panamax vessels that Yangzijiang Shipbuilding will build for Seaspans Corporation and which were intended for long-term charters to ONE.

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