

Hapag-Lloyd dismisses critics of its role in Gemini Cooperation

January 24, 2024



Source: www.vesselfinder.com

Hapag-Lloyd has responded to [suggestions](#) that Gemini Cooperation, its imminent collaboration with Maersk Line, does not favour the German operator.

In its latest report, consultancy firm Linerlytica highlighted that Hapag-Lloyd faces a disadvantage due to its fleet size of 1.98 million TEUs, which is less than half of Maersk's 4.16 million TEUs.

Addressing this point, Hapag-Lloyd's spokesperson told *Container News* that both operators are not assigning their entire fleets to Gemini.

He said, "The new collaboration between Hapag-Lloyd and Maersk will comprise a combined fleet pool of around 290 vessels and an overall capacity of 3.4 million TEUs. Maersk will deploy 60% of the capacity of this cooperation whilst Hapag-Lloyd will deploy 40%."

Linerlytica also suggested that Hapag-Lloyd will have to rely on Maersk-owned APM Terminals, as the German line does not have any major stake in terminals along the main East-West routes.

Hapag-Lloyd's home terminal of Hamburg, Germany will only feature in five out of the 26 mainline services planned and Hamburg has been excluded from all of the 14 European shuttle services that will connect at the main European hub ports of the Gemini network.

To this perceived drawback, Hapag-Lloyd's spokesperson said that the two ocean carriers will make terminal capacities available for their tie-up.

He said, "Our network will centre around hubs where we aim to have the highest levels of productivity and flexibility, thereby ensuring competitive and highly reliable transit times across seven trades. These hub terminals, located in South-East Asia, Middle East, East Mediterranean, West Mediterranean, and North Europe, are in 10 of 12 cases, owned or controlled by Hapag-Lloyd or Maersk, the other two are carefully selected third parties (Singapore and Cartagena) with whom Hapag-Lloyd has established long-standing partnerships.

"While Maersk might provide more terminal capacity in one Area, such as South-East Asia, Hapag-Lloyd will do so in others, such as Europe, by virtue of Damietta, Tangier and Wilhelmshaven. We're convinced that we have a like-minded partner with Maersk and that our partnership is based on a strong, mutual commitment to a combined network. Our joint ambition is to deliver a flexible and interconnected ocean network with industry-leading reliability, quality, and sustainability."