

MSC strengthens UK west coast – East Med service

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MSC Freeport at port of Greenock in Scotland

Swiss/Italian box carrier MSC has extended its UK west coast - East Mediterranean service to the port of Greenock in Scotland.

The service connecting Turkey with the UK West Coast and the Mediterranean will have the following rotation:

Liverpool (UK) – Greenock (Scotland) – Liverpool (UK) – Portbury (UK) - Le Havre (France) – Izmir (Turkey) – Gemlik (Turkey) – Gebze (Turkey) – Tekirdag (Turkey) – Nemrut Bay (Turkey) – Valencia (Spain) – Sines (Portugal) - Le Havre (France) - Liverpool (UK)

The inclusion of Greenock in the port rotation underscores the port's offerings, further bolstered by Peel Ports' recent US\$31 million investment in two state-of-the-art ship-to-shore cranes capable of handling larger post-panamax container vessels.

"This direct call will increase trade between Scotland and Turkey, while also providing enhanced UK west coast connectivity, as well as connectivity to the more distant markets in the US and Asia. It will also serve to reduce both transit times and carbon emissions in the supply chain, to and from Scotland," stated Jim McSporran, Port Director at Peel Ports Clydeport.

This extension provides a compelling opportunity for Scottish exporters and importers to access direct sea connectivity, noted Peel Ports.

Furthermore, with destinations in Spain, Portugal, and France, this expanded service aims to improve sea connectivity from Scotland to the Far East, India, and Pakistan. Moreover, it will facilitate reliable direct transshipment connections between mother vessels in Sines, contributing to the ongoing efforts to decarbonize the supply chain.

"Our US\$31 million investment in two new cranes, which will be fully operational later this year, is the largest single investment in the terminal since it opened in 1969. These modern and technologically advanced cranes will not only significantly increase operational efficiency and productivity in the port but will also increase our capability to service bigger post-panamax vessels. With 17m higher and 7.5m longer outreach than the current cranes, we will be able to service significantly higher on-deck stowage and broader beam," added Jim McSporran.