



AUDIO: Hapag-Lloyd: Habben Jansen presents strategy (1 min)

Hapag-Lloyd is investing in container terminals

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The Hamburg shipping company Hapag-Lloyd is currently the fifth largest container shipping company in the world. Shipping company boss Rolf Habben Jansen has presented a strategy up to 2030 that is intended to secure further growth.

Although the company is essentially a liner shipping company, it wants to further expand the terminal business, said Habben-Jansen on Tuesday. To date, the company has interests in 20 international terminals. "10 to 15 more" are expected to be added in the next six years. Habben Jansen doesn't think much of owning a lot of minority shares. They want - if possible - to have strategic and operational control of the business on the quay walls.

Hapag-Lloyd wants to consolidate fifth place

The company wants to consolidate its place as the fifth largest container shipping company, said Habben Jansen. According to its own information, Hapag-Lloyd has 266 container ships and an annual transport volume of 11.9 million standard containers. Only the container shipping companies MSC from Switzerland, Maersk from Denmark, CMA/CGM from France and Cosco from China are larger. The Singaporean shipping company One and the Taiwanese shipping company Evergreen are relatively close behind Hapag-Lloyd.

CO2 emissions from the Hapag-Lloyd fleet should decrease significantly

The CO2 emissions of the Hapag-Lloyd fleet are to be reduced by a third by 2030. Over the past year and a half it has been shown that the fleet is traveling an average of 1.0 to 1.5 knots slower, says Habben Jansen. If the ships were to travel three knots slower, that would mean a reduction of almost 5 million tons of CO2 - out of a total output of around 15.5 million tons. "So the effect is really, really big," said Habben Jansen. To reduce costs, Hapag-Lloyd is also relying on larger ships and higher productivity.

Concern about the situation in the Middle East

Habben Jansen was concerned about the situation in the Middle East. Because of attacks by Houthi militias on merchant ships, Hapag-Lloyd has been letting its freighters take a long detour around the Cape of Good Hope instead of through the Red Sea for some time now. There is no end in sight to this costly and time-consuming diversion, said Habben Jansen. With a view to the current crisis between Iran and Israel, it is still too early to make any statements about possible effects on shipping.

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