

Newsletter

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MOL Advances Wind-Assisted LNG Carrier Designs



Mitsui O.S.K. Lines (MOL) is advancing wind-assisted propulsion technologies, following the deployment of its first rigid, retractable sail on a bulk carrier in October 2022. The company aims to install its “Wind Challenger” system on 25 vessels by 2030 and 80 by 2035.

In collaboration with HD Hyundai Heavy Industries, Samsung Heavy Industries, and Lloyd’s Register, MOL has developed innovative designs for an LNG carrier projected to save up to 30% in fuel per voyage and 15-20% annually. These designs feature four rigid sails, an upgrade from a previous design with two sails.

A significant change in the new design is the relocation of the bridge toward the bow, allowing for the addition of two more sails. The sails can reach a height of approximately 160 feet (48 meters) in a three-tier configuration, optimizing placement for maximum fuel efficiency. The vessels will measure between 938 feet (287 meters) and 951 feet (290 meters) and have a capacity of 174,000 cbm.

The Wind Challenger system, which enables automatic extension, retraction, and rotation of the sails, was first installed on the 100,000 dwt coal carrier, Shofu Maru. MOL reported a daily fuel consumption reduction of up to 17%, translating to an average of 5-8% savings per voyage on initial trips from Japan to Australia, Indonesia, and North America. Additional vessels are slated for installation of the system.

MOL has conducted comprehensive risk assessments for the new designs in collaboration with shipyards, classification societies, and flag states, covering aspects like sail arrangement, visibility, emergency operations, and safety measures. The new vessel design developed with HD Hyundai Heavy Industries received Approval in Principle (AiP) from the Marshall Islands, while the design with Samsung Heavy Industries gained AiP from Liberia.

With these approvals secured, MOL is now progressing to detailed design work for actual construction.

Croatia Opens New Rijeka Terminal as Regional Logistics Gateway



Officials gathered in the Port of Rijeka, Croatia, to celebrate the arrival of the first commercial container vessel, marking the transition of Rijeka Gateway from trial operations to full service. This terminal represents the largest private investment in logistics in Croatia and is now the most modern and technologically advanced container terminal in the region.

The terminal's concession was awarded in November 2021, creating a joint venture between Maersk's APM Terminals and ENNA Group. Croatia's Deputy Prime Minister and Minister of the Sea, Transport and Infrastructure, Oleg Butković, noted that this agreement is the largest in the history of the Port of Rijeka.

Maersk committed €380 million (\$445 million) to the project, which features a 400-meter (1,300-foot) quay, partly financed by a World Bank loan. The development includes access roads, an intermodal terminal, and rail interface, with an initial capacity of 650,000 TEU.

"This terminal is more than just infrastructure; it symbolizes Rijeka as a modern and sustainable port that drives both local and national economies," stated Peter Corfitsen, CEO of Rijeka Gateway.

The Rijeka Gateway Terminal is positioned as a regional center within the new Gemini Cooperation between Maersk and Hapag-Lloyd, linking East Asian ports with the Mediterranean and Adriatic Sea.

The first vessel to dock at Rijeka Gateway was the *Al Jasrah* (157,374 dwt), a ship built in 2016 and operated by Hapag-Lloyd, with a capacity of approximately 15,000 TEU, arriving from Port Said, Egypt.

Future expansions will extend the port to 680 meters (2,230 feet) of quay and increase capacity to over one million TEU. The terminal will be equipped with four remotely operated ship-to-shore cranes (STS), 15 rubber-tired gantry cranes (RTG), two rail-mounted gantry cranes (RMG), and 28 terminal tractors. All operations will be integrated into a single control center, utilizing cutting-edge technology, full automation, and renewable energy, making Rijeka Gateway the first terminal of its kind in the Adriatic region.

Zim Ship Loses 67 Containers in Port of Long Beach Incident



On September 9, 2025, the Portuguese-flagged container ship *Mississippi* experienced a serious incident while berthed at the Port of Long Beach, resulting in the loss of 67 containers. The incident occurred around 9 a.m. at Pier G, where multiple stack collapses led to containers falling into the water, with some striking a clean air barge connected to the vessel.

Fortunately, no injuries were reported. Videos circulating on social media captured the dramatic moment when stacks of containers toppled from the ship, hitting the barge below. As the situation unfolded, it was evident that the final row of containers at the stern had already collapsed before the incident escalated.

The *Mississippi*, a 2024-built vessel owned by MPC Ecobox OPCO 4 and chartered by Zim, had just arrived at the port after a crossing from Yantian, China. Given this, the containers onboard were fully laden with cargo.

Zim confirmed the incident, stating that they are cooperating with local authorities to manage the situation and assess any potential environmental impact. A unified command has been established, involving representatives from the U.S. Coast Guard, Long Beach Fire Department, Long Beach Police Department, Port of Long Beach, and the Army Corps of Engineers.

As a precaution, the U.S. Coast Guard has instituted a 500-meter safety zone around the *Mississippi*, and cargo operations at Pier G have been temporarily suspended.

ACV Proposes Air Logistics Hub at Long Thanh Airport, Inspired by Global Leaders



The Airports Corporation of Vietnam (ACV) has unveiled plans to establish an integrated air logistics center and non-tariff zone at Long Thanh International Airport in Dong Nai Province. This ambitious initiative aims to transform the airport into a regional cargo gateway, drawing inspiration from successful models like Singapore's Changi Airport and South Korea's Incheon International Airport.

According to ACV's proposal submitted to the Ministry of Finance and the Ministry of Construction, the logistics center will occupy 136 hectares within the airport's designated 5,000-hectare site for aviation logistics, which has been earmarked since 2011.

Integrating a logistics center with a bonded zone is crucial for positioning Long Thanh as a central cargo hub in the ASEAN region. Initially, the zone will operate under Vietnam's tax and customs regulations, with plans to evolve into an international free trade zone upon government approval.

This proposed facility will be Vietnam's only air logistics center linked to a bonded zone and the airfield, offering a strategic advantage as a national gateway to engage with Asia's logistics networks and major trade corridors such as ASEAN and APEC.

Economic projections indicate that the center could contribute approximately 0.7% to the southern region's GDP and generate 1-2% of the country's annual export revenue. Additionally, it is expected to enhance air cargo import-export value by 15-20% each year and create around 15,000 jobs.

ACV envisions that this model will attract significant investments from large corporations in sectors such as electronics, pharmaceuticals, cold-chain logistics, and e-commerce, further promoting the development of a robust logistics ecosystem in Vietnam. The success of similar models in Singapore and South Korea supports ACV's confidence in this strategic initiative.

Georgia Attracts \$300M in Manufacturing and Logistics Investments, Creating 660 Jobs



Georgia is solidifying its status as a logistics and manufacturing hub, having recently attracted over \$300 million in investments from major global companies. This influx includes significant projects from Stellantis, JS Link America, and PermaCold Logistics, which are expected to create approximately 660 jobs.

Stellantis, the global automotive manufacturer, will invest \$41 million in a new 421,000-square-foot Mopar Parts Distribution Center located in Forsyth, about 60 miles south of Atlanta. This facility aims to enhance Stellantis's U.S. parts distribution network and will generate 90 jobs. Darren Bradshaw, senior vice president of Mopar North America, emphasized that this investment aligns with the company's long-term growth strategy and supports the dedicated workforce that drives their success.

In Columbus, JS Link America is making a substantial investment of \$223 million to establish a rare earth permanent magnet plant. This 130,000-square-foot facility is projected to create 520 jobs and produce 3,000 tons of magnets annually, with operations expected to commence in late 2027. CEO Jun Y. Lee noted that Georgia's favorable tax climate and skilled workforce were pivotal in their decision to invest, aiming to meet the growing demand for permanent magnets sourced from strategic allies like South Korea.

Additionally, cold storage specialists Ti Cold and Karis Cold have broken ground on a \$60 million PermaCold Logistics facility in Darien. Situated off I-95 in Tidewaters Industrial Park, this facility will accommodate over 30,000 pallets and create 50 jobs. Its location, about an hour from the Port of Savannah, enhances its logistical advantages.

These investments not only underline Georgia's appeal as a strategic location for manufacturing and logistics but also reflect a broader trend of growth in the region, driven by a supportive business environment and a skilled workforce. As these projects develop, they are expected to significantly contribute to the state's economic growth and job creation.



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