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Newsletter

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Hong Kong Launches World's First Methanol Dual-Fuel Car Carrier "CM HONG KONG"

Hong Kong has taken a significant step toward sustainable shipping with the maiden voyage of the "CM HONG KONG," the world's first methanol dual-fuel roll-on/roll-off (RoRo) car carrier. Developed by China Merchants Group and named after Hong Kong, this vessel is the largest of its kind, capable of carrying up to 9,300 vehicles across 13 decks, including cars, buses, and heavy machinery.

The "CM HONG KONG" stands out for its innovative use of both traditional marine fuel and green methanol. By using methanol, the ship can reduce greenhouse gas emissions by more than 70%, marking a major advancement in eco-friendly maritime technology. The vessel's construction cost was approximately USD 96 million (about HKD 750 million).

At the launch ceremony, Hong Kong's Chief Secretary Chan Kwok-ki highlighted the importance of this achievement for the city's green shipping ambitions. Hong Kong is already a major port with the capacity to supply bio-diesel and liquefied natural gas. Between February and mid-September this year, the city provided over 130,000 tons of green marine fuel to international vessels.

To further support green shipping, the Hong Kong government plans to introduce tax exemptions for methanol used as marine fuel and develop new storage facilities for green fuels in Tsing Yi South. These initiatives aim to position Hong Kong as a leading hub for green marine fuel bunkering and trading, and to build a comprehensive green shipping ecosystem.

The "CM HONG KONG" will operate regular routes to Europe and Southeast Asia, transporting up to 60,000 vehicles annually to Europe and as many as 200,000 to Southeast Asia. This will help accelerate the export of Chinese-made vehicles and enhance the global competitiveness of the shipping industry. China Merchants Group also plans to launch five more similar vessels in the coming years.

The launch of the "CM HONG KONG" marks a major milestone for both Hong Kong and the global shipping industry, demonstrating the city's commitment to innovation and environmental responsibility in maritime trade.

Wah Kwong and NatPower Marine to Build Electric Shore Power Network Across Asia

Shipping company Wah Kwong Maritime Transport has announced a strategic partnership with clean infrastructure developer NatPower Marine to build and operate a comprehensive electric shore power network across Asia. The collaboration has resulted in the formation of a new joint venture, Wah Kwong NatPower Holdings, which will focus on developing grid-connected shore power infrastructure in key locations, starting with Hong Kong and expanding into Greater China and North Asian markets.

The initiative is designed to enable vessels to switch off their fossil-fuel auxiliary engines while berthed, instead drawing electricity from shore-based power systems. This will allow ships to significantly reduce emissions while docked and also charge batteries for near-shore propulsion using low-emission electricity. Wah Kwong highlighted that this move is expected to usher in a new era of low-emission connectivity for maritime operations, contributing to cleaner air and a more sustainable shipping industry.

Wah Kwong NatPower Holdings aims to launch its first projects in 2026, with a focus on high-traffic ferry terminals, container ports, and the rapidly growing cruise market in Asia. The joint venture has set an ambitious target to deploy shore power infrastructure at more than 30 ports across the region by 2030, supporting the decarbonization of maritime transport and enhancing the competitiveness of Asian ports.

The company will operate under a Charge Point Operator (CPO) model, meaning Wah Kwong NatPower Holdings will fully fund, construct, and manage the shore power infrastructure. This approach removes the need for upfront investment from port authorities, making it easier for ports to adopt the technology and accelerate the transition to cleaner energy. Each site will be equipped with an integrated shore power system, including shore-side substations, battery energy storage, and smart grid interfaces. These systems will support both cold ironing—allowing ships to power down their engines while docked—and vessel propulsion charging, further reducing emissions from maritime activities.

Vincent Ni, general manager of WK NatPower, emphasized the company's commitment to making a lasting impact in Hong Kong as a first step, providing long-term environmental benefits to local residents and enhancing the competitiveness of the region's ports. "Based in Hong Kong, one of our first objectives is to make a lasting impact locally, providing long-term environmental benefits to residents and enhancing ports' competitiveness," Ni said.

Takeda to Test Wind-Powered Cargo Vessel for Pharmaceutical Shipments

Japanese pharmaceutical leader Takeda is partnering with startup Vela to test a wind-powered cargo vessel for transatlantic shipments of temperature-sensitive medicines. The initiative will see Takeda's refrigerated pharmaceuticals transported from Caen, France, to New York City on Vela's first commercial voyage, scheduled for fall 2026.

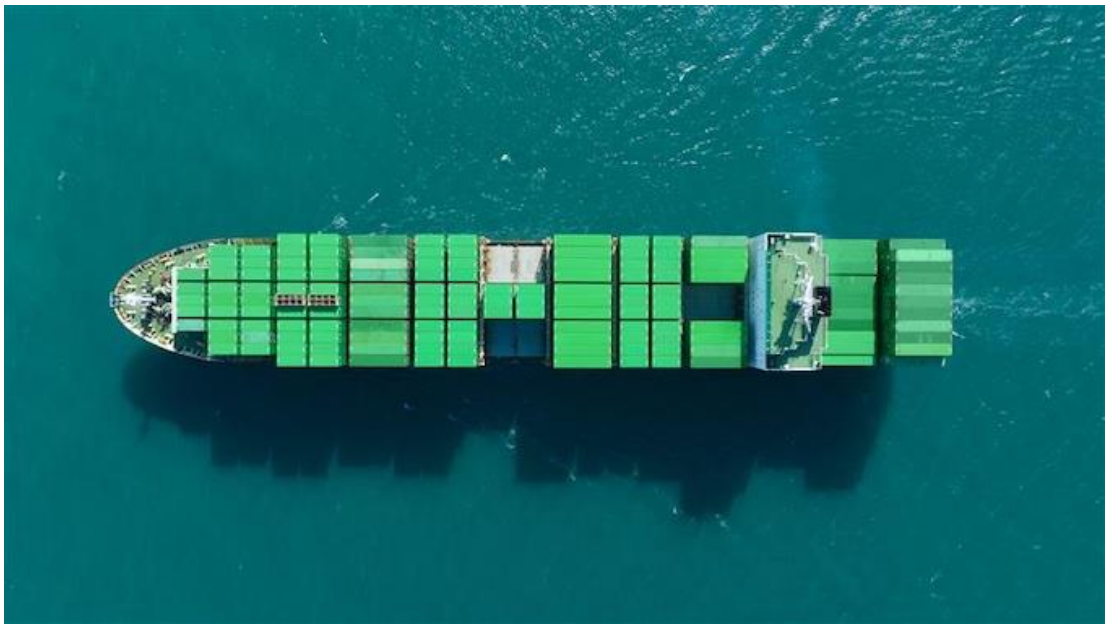
Vela's 220-foot trimaran, inspired by ocean-racing sailboats and currently being built in the Philippines, will feature nearly 2,600 square feet of solar panels, two hydrogenerators, and two 171-foot masts. The vessel is designed to complete the journey in about two weeks, providing a greener and potentially faster alternative to conventional container ships and expensive air freight.

Takeda plans to ship about 5% of its France-to-New York pharmaceutical volume on this maiden voyage, aiming to confirm that Vela's refrigeration systems meet strict Good Distribution Practice (GDP) standards. The move supports Takeda's broader sustainability goals, including achieving net-zero greenhouse gas emissions by 2040, and offers a cost-effective solution for smaller shipments that don't fill a standard container.

Vela's service will handle all port-to-port logistics, including loading, unloading, and warehousing, and will use secondary harbors to avoid congestion at major ports. Other companies, such as apparel maker SMCP, winemaker Arvitis, and medical device manufacturer Echosens, are also expected to participate in the first voyage.

Looking ahead, Vela plans to expand its fleet with four more trimarans by 2028, aiming for weekly round-trips between France and the U.S. and an annual transport capacity of 48,000 tons. The company targets customers in pharmaceuticals, medical devices, luxury goods, and industrial parts, offering a sustainable and efficient shipping alternative for high-value goods.

Anglo-Eastern Launches SAPS Platform to Drive Decarbonisation and Optimise Fleet Performance



Hong Kong-based Anglo-Eastern Univan Group has launched its Sustainability and Performance Services (SAPS), a robust digital platform aimed at helping charterers and commercial operators tackle maritime decarbonisation, optimise vessel performance, and reduce fuel costs. This marks a major step in Anglo-Eastern's strategy to use advanced technology for operational excellence and environmental responsibility.

SAPS leverages artificial intelligence and real-time vessel data to deliver actionable insights for fuel consumption, route planning, and compliance with evolving regulations such as the EU Emissions Trading System (EU ETS), FuelEU, and Carbon Intensity Indicator (CII). The platform's seven service categories include crew training, vessel performance monitoring, inspections and optimisation, AI-powered forecasting, charter-specific contracts, paint performance advisory, and compliance audits.

Executives say SAPS combines Anglo-Eastern's expertise with intelligent technology, offering tailored support to clients and their charter parties. The platform has already been tested across 800 vessels and 46,000 voyages, training over 4,300 crew members and analysing more than 739,000 performance reports. These efforts have led to a reduction of over 700,000 metric tons of CO_2 emissions and 225,000 metric tons of fuel usage, saving approximately US$135 million.

Key features include real-time voyage optimisation, predictive fuel modelling, seamless compliance management, and dashboards that improve communication between onboard and shoreside teams. Offered as a subscription service, SAPS positions Anglo-Eastern at the forefront of digital transformation in ship management, helping clients achieve both commercial and environmental objectives.

Bromma's Hawkeye: A New Era in Crane Operator Visibility

Bromma is making significant strides in crane operator technology with its Hawkeye camera system, first introduced in 2019. Designed specifically for crane spreaders, Hawkeye provides operators with enhanced visual feedback, making container handling safer and more efficient. One of the key features is the Twin Twenty check, which uses a centrally mounted camera to help operators distinguish between twin-20 and single-40 container situations. According to Lars Meurling, Bromma's VP of Marketing and Sales, the Hawkeye LiveView – Twin Twenty system acts as a complementary tool, giving operators the ability to visually confirm what the sensors detect and reducing the risk of errors. When used together with Bromma's Twin Twenty Detection System (TTDS), Hawkeye allows drivers to verify sensor signals and minimize the chance of false negatives.

Hawkeye's applications extend beyond just twin-20 checks. As terminals raise their STS cranes, visibility into the container hold can become more challenging for operators. While Bromma hasn't yet received specific requests for cabin-mounted cameras to address this, the company sees it as a promising use for the Hawkeye system. The flexibility of Hawkeye LiveView is another advantage, with several predefined variants available, ranging from one to four cameras, and the option for customer-defined setups. The operator's cabin monitor can display multiple camera feeds at once, tailored to the number of cameras installed.

Although the Hawkeye LiveView system operates independently from the crane's programmable logic controller (PLC), other Hawkeye applications such as OCR for container ID recognition and the upcoming TTDS are fully integrated, sending important data directly to the crane's control system. The system was recently showcased at TOC Europe, where it attracted considerable interest from both individual terminals and global operators. Concerns about the durability of cameras on crane spreaders have largely disappeared as the technology has proven itself in demanding environments. Bromma emphasizes that all Hawkeye components are rigorously tested and do not require additional impact reduction systems.

Bromma's Hawkeye system is setting a new standard for crane operator visibility and safety. Its flexible design, proven reliability, and seamless integration with detection systems are making it an increasingly popular choice for container terminals around the world. Stay tuned for more updates on the latest innovations in container handling technology.

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