

THE Alliance announces service network adjustments for 2021

Hello ,

The members of THE Alliance have adjusted their current network to offer customers increased capacity on trade lanes for which there is greater demand.

The setup of THE Alliance's network has been evaluated and reconfigured to ensure even better frequency, more competitive transit times and comprehensive port coverage. The enhanced service setup will be in effect from April 2021.

In addition, subject to regulatory authority's approval, they will be launching the East Coast Loop 6 (EC6), the first service within THE Alliance network to directly and seamlessly connect the US Gulf with important ports in Asia.

Another important change is the deployment of larger ships for the most frequented services. A key example is the merger of the EC1 and EC3 through the use of 13,500 TEU vessels.

The enhanced service network of THE Alliance will have the following rotations:

Asia and North Europe

FP1 remains as pendulum of Asia – Europe and Asia – Transpacific West Coast trades

From TPWC – Shimizu – Kobe – Nagoya – Tokyo – Singapore – (Suez) –

Rotterdam – Hamburg – Le Havre – (Suez) – Singapore – Kobe – Nagoya – Tokyo – To TPWC

FE2

Pusan – Shanghai – Ningbo – SPRC – SPRC – Singapore – (Suez) – Tangier – Southampton – Le Havre – Hamburg – Rotterdam – Tangier – (Suez) – Singapore – SPRC – Pusan

FE3

SPRC – Xiamen – Kaohsiung – SPRC – (Suez) – Rotterdam – Hamburg – Antwerp – Southampton – (Suez) – Jebel Ali – Singapore – SPRC – SPRC

FE4

Qingdao – Pusan – Ningbo – Shanghai – SPRC – (Suez) – Algeciras – Rotterdam – Hamburg – Antwerp – Rotterdam – Algeciras – (Suez) – Singapore – Qingdao

FP2 remains as Pendulum of Asia – Europe and Asia – Transpacific West Coast trades

From TPWC – Hong Kong – Laem Chabang – Cai Mep – Singapore – Colombo – (Suez) – Rotterdam – Hamburg – Antwerp – London Gateway – (Suez) – Jeddah – Singapore – Laem Chabang – Cai Mep – Hong Kong – Yantian – To TPWC

Asia and the Mediterranean

MD1

Qingdao – Pusan – Shanghai– Ningbo – SPRC – Singapore – Jeddah – (Suez) – Damietta – Barcelona – Valencia – Genoa – Damietta – (Suez) – Jeddah – Singapore – SPRC – Qingdao

MD2

Pusan – Qingdao – Shanghai– Ningbo – Kaohsiung – SPRC – Singapore – (Suez) – Piraeus – Genoa – La Spezia – Fos – Barcelona – Piraeus – (Suez) – Singapore – SPRC – Pusan

MD3

Pusan – Ningbo – Shanghai– SPRC – Singapore – Jeddah – (Suez) – Ashdod – Istanbul – Izmit – Aliaga – Mersin – (Suez) – Jeddah – Singapore – Kaohsiung – Pusan

Transpacific – West Coast

FP1 remains as Pendulum of Asia – Europe and Asia – Transpacific West Coast trades

From Europe – Singapore – Kobe – Nagoya – Tokyo – Los Angeles/Long Beach – Oakland – Tokyo – Shimizu – Kobe – Nagoya – Tokyo – Singapore – To Europe

PS3 remains as Pendulum of Asia – Indian subcontinent and Asia – Transpacific West Coast trades

Nhava Sheva – Pipavav – Colombo – Port Kelang – Singapore – Cai Mep – Haiphong – Yantian – Los Angeles/Long Beach – Oakland – Pusan – Shanghai – Ningbo – Shekou – Singapore – Port Kelang – Nhava Sheva

PS4

Xiamen – Yantian – Kaohsiung – Keelung – Los Angeles/Long Beach – Oakland – Keelung – Kaohsiung – Xiamen

PS5

Ningbo – Shanghai – Los Angeles/Long Beach – Oakland – Tokyo – Ningbo

PS6

Qingdao – Ningbo – Pusan – Los Angeles/Long Beach – Oakland – Kobe – Qingdao

FP2 remains as Pendulum of Asia – Europe and Asia – Transpacific West Coast trades

From Europe – Jeddah – Singapore – Laem Chabang – Cai Mep – Hong Kong – Yantian – Los Angeles/Long Beach – Oakland – Hong Kong – Laem Chabang – Cai Mep – Singapore – Colombo – To Europe

PS8

Shanghai – Kwangyang – Pusan – Los Angeles/Long Beach – Oakland – Pusan – Kwangyang – Incheon – Shanghai

PN1

Xiamen – Kaohsiung – Ningbo – Nagoya – Tokyo – Tacoma – Vancouver – Tokyo – Kobe – Nagoya – Xiamen

PN2

Singapore – Laem Chabang – Cai Mep – Haiphong – Yantian – Tacoma –
Vancouver – Tokyo – Kobe – Singapore

PN3

Hong Kong – Yantian – Shanghai – Pusan – Vancouver – Seattle – Pusan –
Kaohsiung – Hong Kong

PN4

Qingdao – Ningbo – Shanghai – Pusan – Prince Rupert – Tacoma – Vancouver –
Pusan – Kwangyang – Qingdao

Transpacific – East Coast (via Panama and Suez Canals)

EC1

Kaohsiung – Hong Kong – Yantian – Shanghai – Pusan – (Panama) – Manzanillo –
Savannah – Charleston – Norfolk – Manzanillo – (Panama) – Rodman – Kaohsiung

EC2

Qingdao – Ningbo – Shanghai – Pusan – (Panama) – Cartagena – New York –
Norfolk – Wilmington – Savannah – Charleston – Cartagena – (Panama) – Pusan –
Qingdao

EC4

Kaohsiung – Hong Kong – Yantian – Cai Mep – Singapore – (Suez) – New York –
Norfolk – Savannah – Charleston – New York – (Suez) – Singapore – Kaohsiung

EC5

Laem Chabang – Cai Mep – Singapore – Colombo – (Suez) – Halifax – New York –
Savannah – Jacksonville – Norfolk – Halifax – (Suez) – Jebel Ali – Singapore –
Laem Chabang

EC6

Kaohsiung – Hong Kong – Yantian – Ningbo – Shanghai – Pusan – (Panama) –
Houston - Mobile – New Orleans – (Panama) – Kaohsiung

Asia and the Middle East / Red Sea

AG2

Shanghai – Ningbo – Xiamen – Shekou – Port Kelang – Jebel Ali – Hamad – Umm

Qasr – Hamad – Jebel Ali – Singapore – Shanghai

AG3

Qingdao – Pusan – Shanghai – Ningbo – Kaohsiung – Shekou – Singapore – Jebel Ali – Dammam – Hamad – Jubail – Abu Dhabi – Sohar – Port Kelang – Singapore – Hong Kong – Qingdao

AR1

Pusan – Shanghai – Ningbo – Shekou – Singapore – Port Kelang – Jeddah – Aqaba – Sokhna – Jeddah – Singapore – Pusan



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With a fleet of 248 modern container ships and a total transport capacity of 1.7 million TEU, Hapag-Lloyd is one of the world's leading liner shipping companies. The Company has around 13,000 employees and 394 offices in 129 countries. Hapag-Lloyd has a container capacity of approximately 2.6 million TEU – including one of the largest and most modern fleets of reefer containers. A total of 122 liner services worldwide ensure fast and reliable connections between more than 600 ports on all the continents. Hapag-Lloyd is one of the leading operators in the Transatlantic, Middle East, Latin America and Intra-America trades.

Disclaimer

This press release contains forward-looking statements that involve a number of risks and uncertainties. Such statements are based on a number of assumptions, estimates, projections or plans that are inherently subject to significant risks, uncertainties and contingencies. Actual results can differ materially from those anticipated in the Company's forward-looking statements.

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