

Service data

Maersk Line - FE-Mexico-Balboa service (AC-2)

Partners	Maersk
Coverage	FE / Mex / Pan
Type	FC
Sailling frequency	7
Duration of rotation	63
Ships used	9 x 8 400 / 9 600 teu
Weekly capacity (teu)	9318

Port rotation

Nansha, Hong Kong, Yantian, Ningbo, Shanghai (Yangshan), Lazaro Cardenas, Balboa, Vostochny (bunkering), Nansha

=> T/S at Balboa to/fm WCSA (Buenaventura, Guayaquil, Manta, Callao, Paita, San Antonio, Valparaiso, Antofagasta) using Maersk Line WCSA relay services

=> T/S at Balboa to/fm Mexico and CentrAm (Enseñada, Puerto Quetzal, Acajutla) using Maersk Line relevant relay service

Comments

Service organised in December 2006, based on service labelled 69936, which has been truncated.

> May 2007 - New rotation focusing on South China and Korea : Yantian (~Shenzhen), Hong Kong, Kwangyang, Lazaro Cardenas, Balboa, Yantian (Ningbo and Xiamen dropped, allowing to cut duration of rotation from 7 to 6 weeks). Larger ships of around 7,250 teu introduced, coinciding with the inauguration of the new Lazaro Cardenas terminal, operated by HPH (Hutchison Port Holdings) (See news). Fully harmonized to 7,250 teu scale in end July 2007 .

> Former rotation until May 2007 : Ningbo, Xiamen, Yantian, Hong Kong, Kwangyang, Lazaro Cardenas, Balboa, Ningbo.

> Dec 2007 - Yokohama added (westbound) temporarily, with seventh ship added (until February 2008).

> Oct 2008 onwards - The 7,200 teu ships are replaced by 8,400 teu ones concurrently to trimming down of AC-1 (69937) (See news). Rotation altered with addition of Shanghai, Tokyo, Yokohama - Service turning in 7 weeks instead of 6 weeks (Former rotation : Yantian, Hong Kong, Kwangyang, Lazaro Cardenas, Balboa, Kwangyang, Yantian).

> Dec 2008 - Fully harmonized to VLCS size (8,000+ teu) (See news). Ningbo added and Tokyo removed.

> Jan 2009 - VLCS replaced by 5,000-7,250 teu ships (Weekly capacity down from 8,200 teu to 6,800 teu).

> Apr-May 2009 - The service is again harmonized with 7,250 teu-7,400 teu ships.

> May 2009 - Xiamen added.

> July 2009 - 5,200-4,500 teu ships start to replace 7,400 teu ones - Finally a mix of 4,000-7,400 teu was retained for remaining of 2009.

> Apr 2010 onwards - VLCS of around 8,500 teu re-introduced, starting with MAERSK TAIKUNG (end April) and MAERSK SOVEREIGN.

> Jun-Nov 2010 - A peak loader service was added (AC-3)

> Dec 2010 - Service ensured in 8 weeks instead of 7 weeks.

> Jun 2011 - Nansha added. Kwangyang removed.

> Jun 2012 - Rotation stretched by one week (from 8 to 9 weeks). Ninth ship added. Vostochny added for bunkering purposes.

Ships deployed

Vessel Name	Typ	Flag	DWT	TEU	TEU 14	Speed	Gear	Operator	Plug	Open date
SOVEREIGN MAERSK	cc/v	DNK	104,886	9,600		24.0	No	Maersk Line	817	(own)
SVEND MAERSK	cc/v	DNK	104,696	9,600		24.0	No	Maersk Line	817	(own)
SOROE MAERSK	cc/v	DNK	104,696	9,600		24.0	No	Maersk Line	817	(own)
CORNELIUS MAERSK	cc/v	DNK	104,696	9,600		24.0	No	Maersk Line	817	(own)
A.P. MOLLER	cc/v	DNK	104,696	9,600		24.0	No	Maersk Line	817	(own)
CAROLINE MAERSK	cc/v	DNK	104,750	9,600		24.0	No	Maersk Line	817	(own)
CARSTEN MAERSK	cc/v	DNK	104,750	9,600		24.0	No	Maersk Line	817	(own)
MAERSK SARNIA	cc/v	LBR	97,517	8,466	6,105	24.0	No	Maersk Line	701	
SINE MAERSK	cc/v	DNK	104,696	8,200		24.0	No	Maersk Line	817	(own)

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