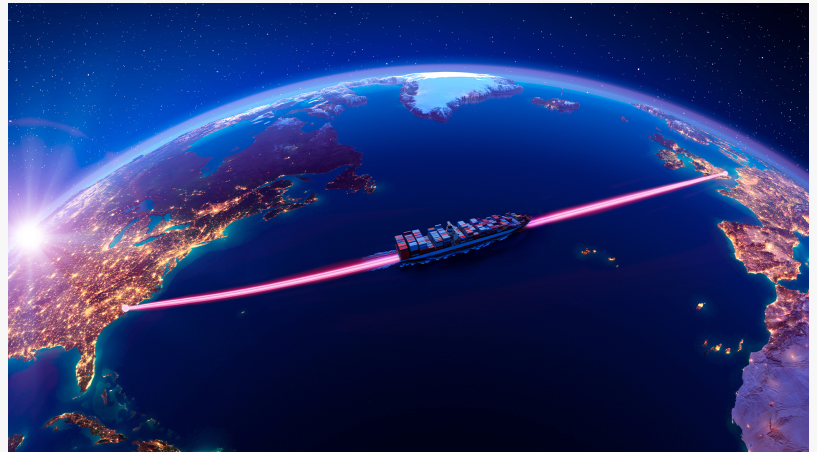


Pink Corridor project to explore safety requirements of nuclear-powered transatlantic container shipping route

The project involves Lloyd's Register, A.P. Moller - Maersk (Maersk) and the ports of Charleston (US) and Felixstowe (UK).

LONDON, UNITED KINGDOM, September 2, 2026 /EINPresswire.com/ -- [Lloyd's Register](#) (LR), A.P. Moller - Maersk (Maersk), the Port of Charleston on the US east coast and the Port of Felixstowe, the largest container port in the UK, have announced a partnership to establish a Pink Corridor project, to identify and address the operational, security and safeguarding requirements for a theoretical nuclear-powered containership trading between the two ports.



Graphic representing the pink corridor concept.
Credit: Lloyd's Register

The project will focus on the security and safeguard considerations needed to inform future regulation and support the safe, secure and responsible adoption of nuclear power for trans-Atlantic commercial shipping.

Centred on a conceptual nuclear-powered container ship, the Pink Corridor will examine the requirements for theoretical port access on the specified route. Key areas of focus will include ship security, safeguards, cyber resilience, emergency response, insurance regimes and alignment between maritime and nuclear regulatory expectations.

The work is expected to support broader maritime development under the US-UK Technology Prosperity Deal and its bilateral commitment to explore civil maritime nuclear applications, including the potential creation of a shipping corridor between the two nations.

The Pink Corridor aims to provide a structured basis for collaboration, helping stakeholders understand the practical requirements, gaps and future work needed before any potential nuclear maritime corridor could be considered.

Nick Gross, Global Containerships Segment Director, LR said: "The Pink Corridor joint



The partnership brings together industry-leading players across shipping, ports and classification, reflecting the growing interest in nuclear technology as a route to sustainable maritime operations.”

*Nick Gross, Global
Containerships Segment
Director, LR*

development programme is an important step for the application of nuclear technology in merchant shipping.

“By taking a practical, collaborative approach, the project will examine the security and safeguards that would need to be addressed for safe operations. The partnership brings together industry-leading players across shipping, ports and classification, reflecting the growing interest in nuclear technology as a route to more sustainable maritime operations.”

Adam Ramsey, Commercial Director, Port of Felixstowe, said: “As the UK’s largest and busiest container port, the Port of Felixstowe is well-positioned to support the Pink Corridor and contribute practical insight to this important

early-stage work.

“We are committed to improving the efficiency and resilience of our own operations, while supporting the wider industry as it explores sustainable, long-term propulsion options for global trade.”

Tom Boyle, SC Ports’ Director of Vessel Operations and Carrier Sales, said: “As a major U.S. East Coast port, Charleston is always looking for innovative, cost effective and sustainable ways to move freight. The conceptual Pink Corridor project allows for the study of the possibility of a nuclear-powered maritime corridor.”

The collaboration builds on LR and CORE POWER’s 2024 regulatory assessment study, which was formalised with Maersk through a joint development project exploring the safety, operational and regulatory requirements for applying advanced nuclear power to container shipping.

The outcomes of the initial phase of the Pink Corridor project will inform the scope of a potential second phase, including areas requiring further study across engineering, regulatory, legislative, security and safeguards frameworks for nuclear merchant ships.

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