

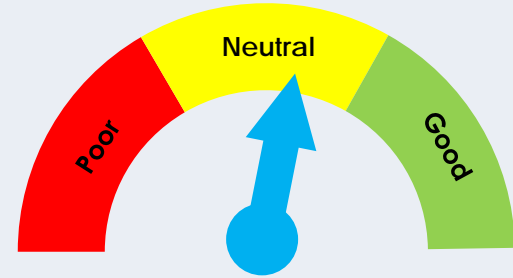
Market Pulse - 2022 Week 6

MARKET BRIEF - 2022 WEEK 6

Spot freight rates fell for the 5th consecutive week but the drop was relatively muted given the Chinese holiday lull. Rates to South America tumbled 6% due to the impact of new capacity introduced on the trade but the fall remains mild relative to previous years. Charter rates remain firm, with asking rates and periods continuing to rise due to the scarcity of available tonnage with several carriers still actively seeking second hand purchases.

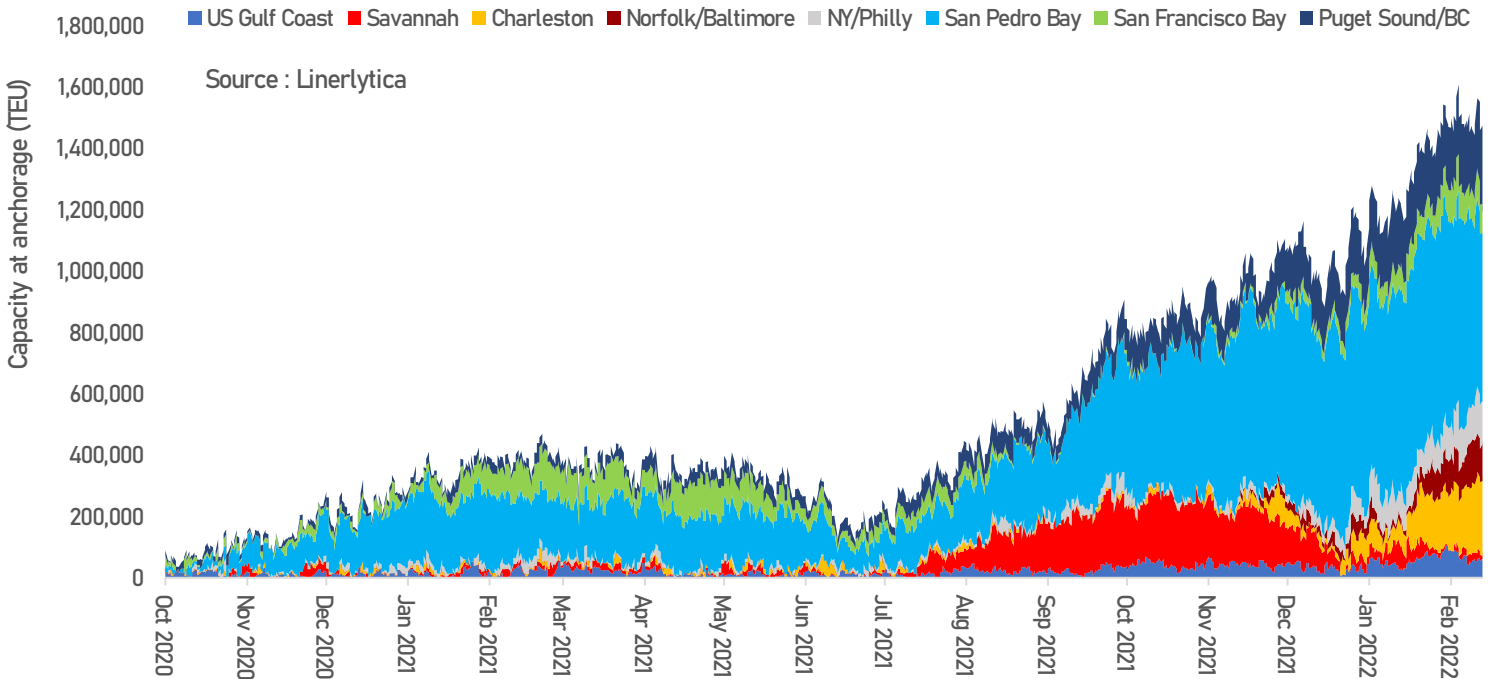
Congestion eased in most parts of Asia but continues to escalate in North America, with both USWC and USEC ports reaching new record highs during the last week.

CONTAINER MARKET BAROMETER 2022 WEEK 6



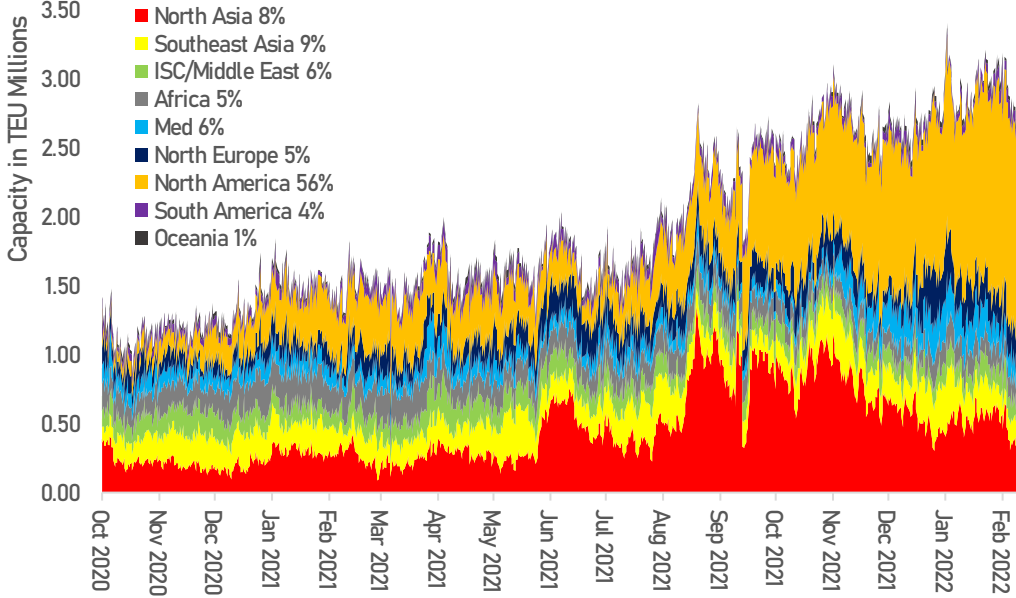
While the media focus is on the reduction in the vessel queue in Los Angeles/Long Beach, the reality is the overall containership queue at US ports remain at a record high. The reduction in LA/LB was the result of vessel diversions to the US East Coast as well as other West Coast ports since October 2021, that has spread the congestion contagion to the other North American ports.

Port Congestion - US



Port congestion by region

Breakdown as at 13 Feb 2022

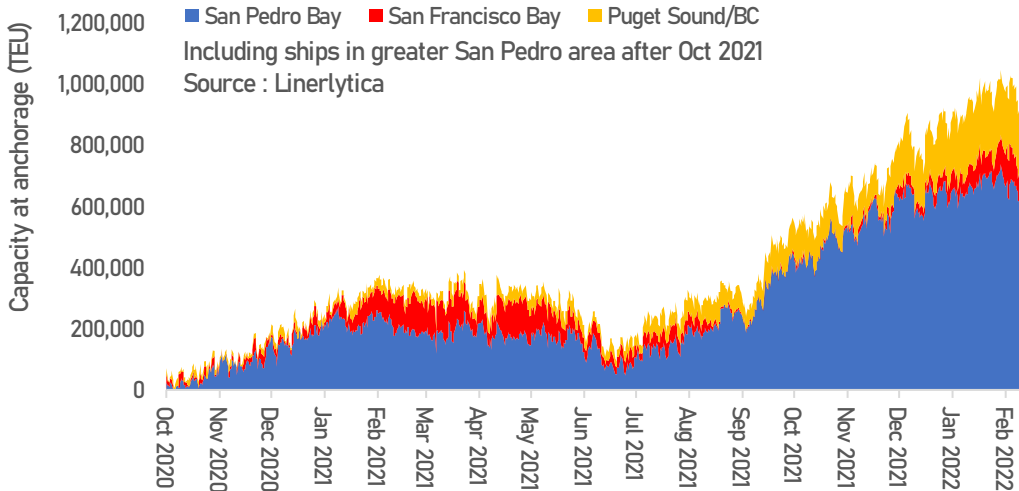


Congestion at US ports continue to take up the bulk of containership capacity currently waiting at anchorages, and have remained steady at 1.4 to 1.5 m teu over the last week.

Although the queue at LA/LB has declined from a peak of over 90 ships in November to less than 62 ships presently, this has been largely negated by an increase in the number of ships waiting at Puget Sound and San Francisco Bay, as well as the chronic congestion that has been building up in the US East Coast.

Elsewhere, congestion numbers remained relatively steady compared to a week ago, with China clearing up due to the holiday lull.

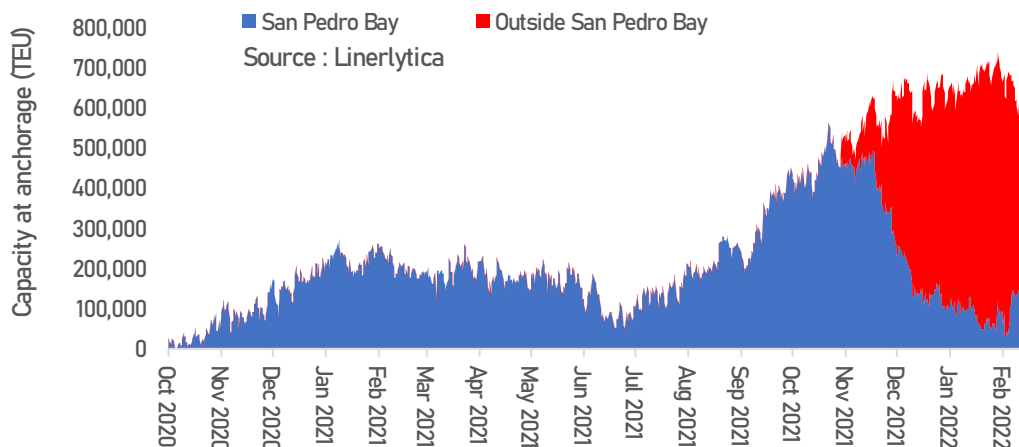
Port Congestion - US West Coast



The focus this week is back on the US West Coast where the drop in the Los Angeles/Long Beach congestion caused some excitement.

The reduction has little to do with any material improvements on the ground, but is due mainly to the reduced number of vessels departing from Asia to LA/LB since October last year. Based on Linerlytica's analysis of total FE-WCNA capacity deployed, the average weekly capacity is down by over 30% since the start of October (see page 8).

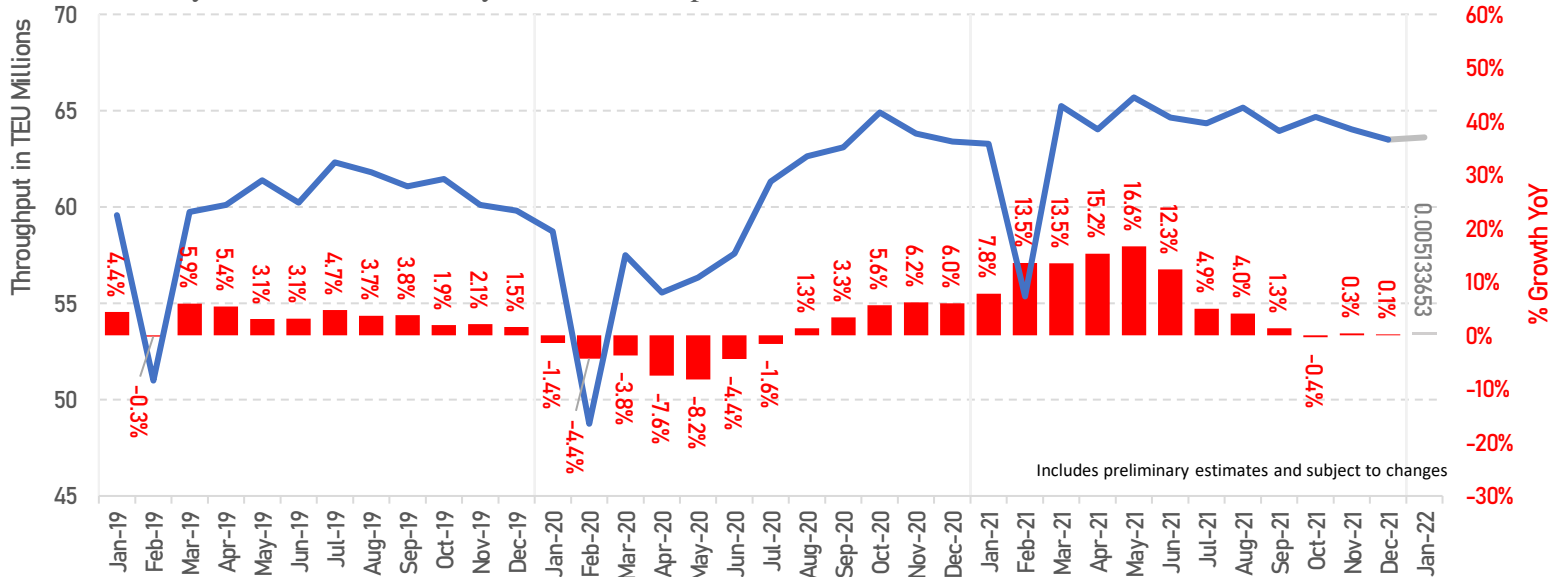
Port Congestion - Los Angeles/Long Beach



Despite the reduced queue, vessel waiting times at LA/LB remains severe at over 15 days on average and it will still take several months before the queue can be cleared.

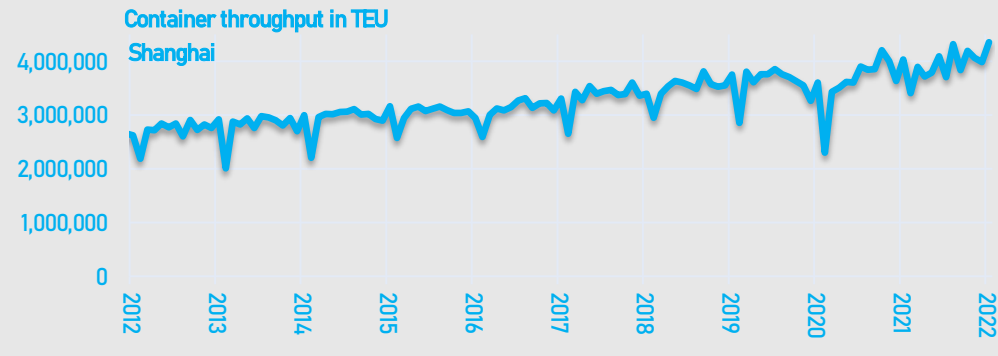
The overall congestion situation in the West Coast remains serious, with over 800,000 teu still waiting to get into the various West Coast gateway ports. Waiting times have continued to deteriorate in Oakland (>10 days) as well as Seattle/Tacoma/Vancouver/Prince Rupert (> 7 days on average).

Monthly Port Volumes - Linerlytica Global Sample



Weekly Ports Highlights

Shanghai reported a strong start to the year, with January throughput rising by 7.8% to 4.35m teu in January 2022. It is the highest ever monthly volume ever recorded for any port in the world, exceeding the previous high of 4.32m teu recorded in August 2021.



December 2021	MmM%	YoY%
Global Sample	-0.8%	+0.1%
Breakdown by region		
China & HK	-4.5%	0.0%
Other North Asia	2.0%	0.5%
SE Asia	3.3%	-2.6%
Indian sub-cont.	6.3%	4.8%
Middle East	1.0%	-0.7%
North America	-0.7%	-1.9%
Latin America	6.8%	6.2%
North Europe	0.0%	2.2%
South Europe	-1.0%	-0.7%
Africa	-2.6%	0.4%
Oceania	-1.2%	3.3%

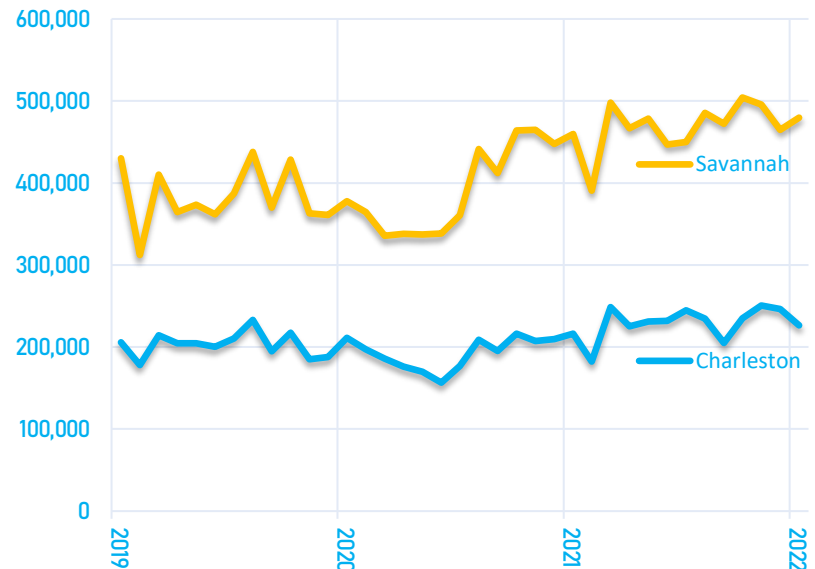
Weekly Port Focus: Southeast Asia Hub ports

The two main US mid-Atlantic ports of Savannah and Charleston are increasingly under scrutiny due to the severe port congestion seen recently at both ports. Starting first hit Savannah in July 2021, it escalated to reach a peak in October with a queue of over 30 ships waiting to get into Savannah.

Carriers' action to omit Savannah calls since October s reflected in the port throughput figures, with overall container volumes dropping by 8% in December last year to 464,950 teu from a peak of 504,350 teu in October.

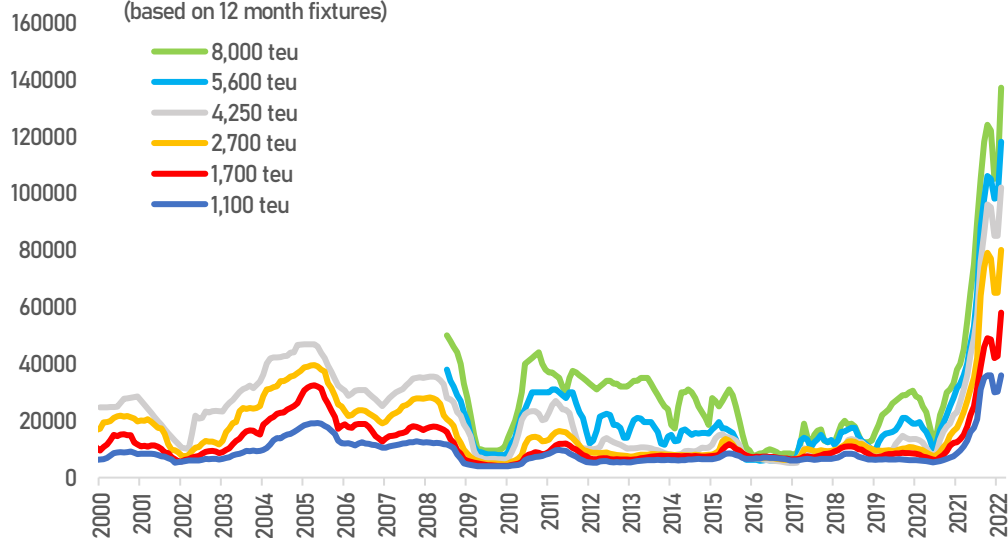
But the shift of cargo volumes to Charleston has strained its ability to cope with the increased volumes as congestion has built up since December, with the current queue reaching 25 ships. With alternative ports including Houston, Norfolk and New York also facing severe congestion, the congestion is expected to deteriorate further with no reduction in the overall capacity deployment to the US East Coast.

Container throughput in TEU



Containership charter rates \$/day

(based on 12 month fixtures)



Charter rates remained strong, with rate assessments continuing to rise against last done despite little chartering activity during the week.

This week the 4,253 teu SYNERGY OAKLAND was reported fixed to BAL for \$160,000 on a short period charter of up to 50 days. The rate was lower than the \$202,000 rate that it was reported to have secured on its last charter to VASI but the discount was due restrictions on max period before delivery to a new 2 year charter in April.

Larger carriers are looking at longer periods of 2-3 years in order to secure more reasonable charter rates.

Newcharters

Name	TEU	Built	Gear	Owner	Charterer	Rate \$/day	Period	Laycan
JT GLORY	1,732	2007	Yes	Joint Glory Shipping	OOCL	35,000	36m	Feb-22
PANTONIO	698	2007	No	Marlow Navigation	MSC	€16,500	4-6w	Feb-22
PENGALJA	698	2008	No	Marlow Navigation	Unifeeder	€16,500	4-6w	Feb-22
PLUTO	698	2008	No	Reederei Hinsch	Unifeeder	€16,500	4-6w	Feb-22
CHARLOTTA	877	2009	No	Langh Ship	CMA CGM	€25,500	12m	Feb-22
OPTIMA	1,024	2011	No	Kotoku Kaiun	TS Lines	27,000	24m	Feb-22
BF FORTALEZA	700	1996	No	Foroohari Schiffahrts	Unifeeder	14,500	5-6w	Feb-22
KONRAD	1,740	2005	Yes	Akar Shipping	Hapag-Lloyd	44,000	12m	Feb-22
ACACIA ARIES	607	1995	Yes	Starocean Marine	Ehime	25,000	3w	Feb-22
CHARLESTON	8,214	2005	No	Danaos (PIL sublet)	CMA CGM	na	3w	Feb-22
FUTURE	2,174	1997	No	Danaos	COSCO	26,250	36m	Feb-22
MARTINIQUE	2,824	2007	No	Zeaborn	ONE	39,950	36m	Feb-22
OEL INDIA	1,030	2008	Yes	Transworld Group	Maersk	20,300	24m	Feb-22
AURORA	868	2001	No	Rudolf Schepers	BG Freight	€18,000	30-32m	Feb-22

New ownership changes

Name	TEU	Gear	Built	Yard	Delivery	Price	Sellers	Buyers
THORSKY	2,169	Yes	1999	Flender Werft	Jan-22		MSC	MSC
ASIATIC LIBERTY	1,134	No	2007	Sedef Gemi	Jan-22		Asiatic Lloyd	Zim
LONG BEACH TRADER	6,039	No	2007	CSBC	Jan-22	65	Lomar	MSC
ADMIRAL STAR	801	No	2006	Hugo Peters	Jan-22		Peter Doehle	Admiral Container Lines
COSCO KAWASAKI	4,530	No	2010	Samsung H.I.	Jan-22		Santoku Senpaku	Maersk
TR PORTHOS	2,782	No	2017	Yangzijiang	Jan-22		Tufton Oceanic	CMA CGM
EAGLES UNION	812	Yes	1998	Yardimci	Jan-22		Union Core	Black Pearl Shipping
REN JIAN ER	1,665	No	1994	Seebeck Werft (SSW)	Jan-22		Quanzhou Ansheng	Stonewell Shipping
CORONADO BAY	2,564	Yes	2008	Xiamen SB	Jan-22		Eastern Pacific Shg	CMA CGM
MSC EMDEN III	2,556	Yes	2006	Hyundai H.I.	Jan-22		Hammonia Reederei	MSC
ACACIA REI	1,732	Yes	2010	Huangpu Wenchong	Jan-22		Starocean Marine	Maersk
SCHUBERT	4,255	No	2010	Hyundai Samho	Jan-22		Borealis Maritime	MSC
LOUISIANA TRADER	2,127	Yes	2008	Wadan Yards	Jan-22		Lomar Corp.	Transmar
CONTI EVEREST	8,189	No	2004	Hyundai H.I.	Feb-22	78	NSB Niederelbe	MSC

Ships delivered in last 30 days

Name	TEU	DWT	Yard Built	Delivered	Owner	Operator
CMA CGM DIGNITY	15,264	158,999	Hyundai H.I.	10/2/2022	Eastern Pacific Shg	CMA CGM
EVER OATH	2,476	33,541	Imabari	8/2/2022	Shoei Kisen	Evergreen
STAR RANGER	963	13,071	Daesun	4/2/2022	Namsung	Namsung
EVER CONNECT	1,984	23,377	I-S Shipyard	28/1/2022	Daiwa Kisen	Evergreen
H CYGNUS	1,800	24,480	Jiangsu YZJ Xinfu	28/1/2022	Huayuan Shg	Zim
HARMONIZED EARTH	1,091	13,707	Tsuneishi Cebu	26/1/2022	Kambara Kisen	Kambara Kisen
XIN MING ZHOU 92	1,014	15,050	Jiangsu New Yangzi	20/1/2022	Zhejiang Seaport	NBOSCO
YANGTZE TRADER	1,080	13,243	Huangpu Wenchong	20/1/2022	Sinokor	Sinokor

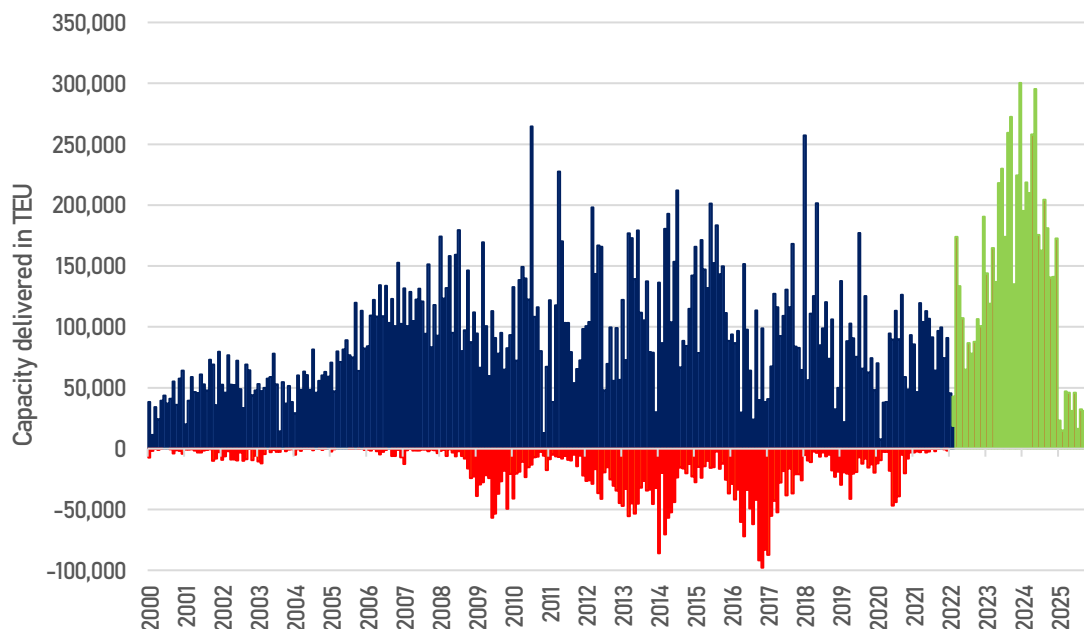
Ships deleted in last 30 days

Name	TEU	LDT	Built	Scrap Location	Deleted	\$/LDT	Last Commercial Owner
No ships were deleted in the last 30 days							

Ships ordered in last 30 days

Owner	TEU	Units	Yard	Reported	Delivery	Price m	Remarks
Tsakos	2,800	4	Hyundai Mipo	2/2/2022	2023-24	42.7	
Zodiac	15,000	6	DSME	29/1/2022	2025	182.8	for MSC charter, LNG
Capital Ship Management	7,165	4	Dalian (DSIC)	28/1/2022	2024	80	
Euroseas	2,800	2	Hyundai Mipo	28/1/2022	2023-24	43.2	
Loctek	1,800	1	Huanghai	27/1/2022	2023	32.6	
China Shipbuilding Trading	16,000	3	Tianjin Xingang	22/1/2022	2023-24		for MSC charter, LNG
China Shipbuilding Trading	16,000	3	DSIC	22/1/2022	2023-24	180	for MSC charter, LNG
Sea Consortium	7,000	4	Shanghai Waigaoqiao	20/1/2022	2024	80	
Eastern Pacific Shg	7,900	3	Hyundai Samho	14/1/2022	2024	117.4	for Zim charter

New Deliveries and Deletions by Month 2000-2025

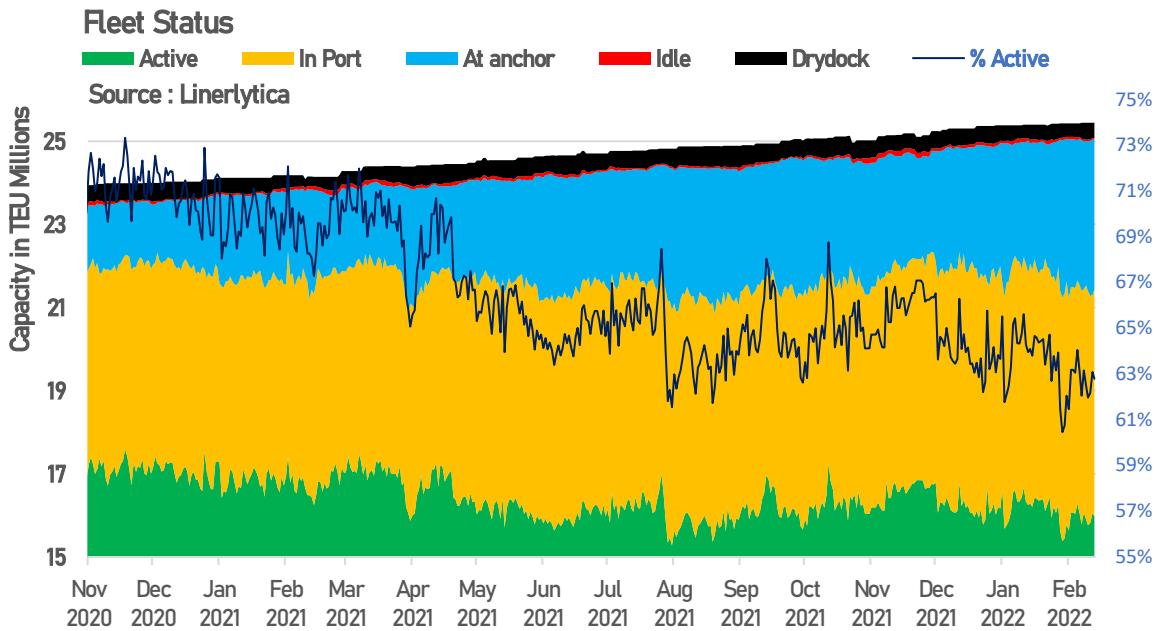


Only 2 ships were delivered last week, with no new orders recorded.

The dual fuel CMA CGM DIGNITY joined CMA CGM on the Asia-Med MEXI. It is the 6th ship in the series chartered long term from Eastern Pacific Shipping.

Evergreen received the 2,476 teu EVER OATH from Japanese owners. The ship has been assigned to the China-Indonesia-Thailand service.

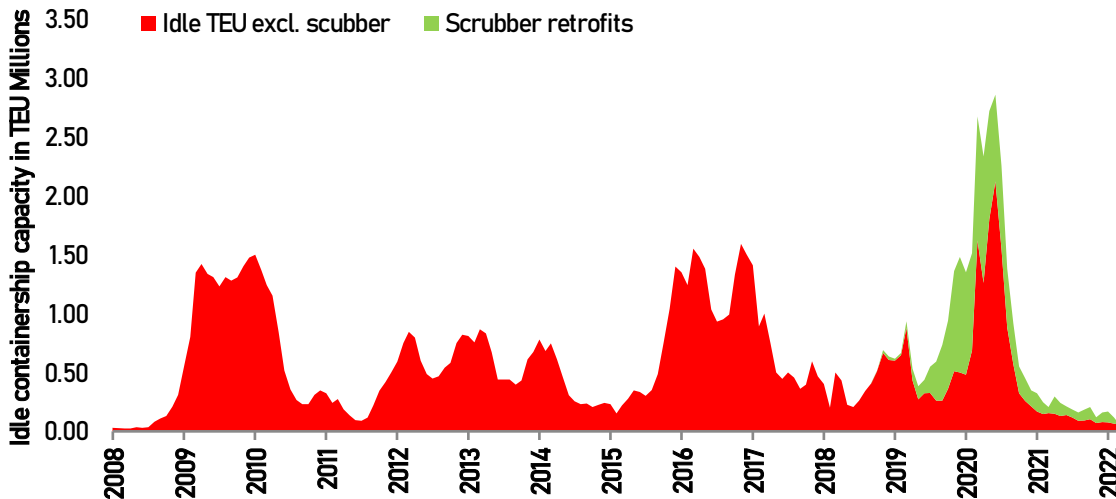
Just 6 more ships are scheduled for delivery this month, with Chinese yards still getting back to work after the holidays.



Total active capacity remained largely unchanged in the past week and currently stands at 15.98m teu or 63% of the total fleet. The number of ships at port and waiting at anchorages remain largely unchanged, with US ports remaining the main hotspot for congestion.

There is a small increase in ships in drydock, as carriers take advantage of the post Chinese New Year lull to send their ships for class surveys.

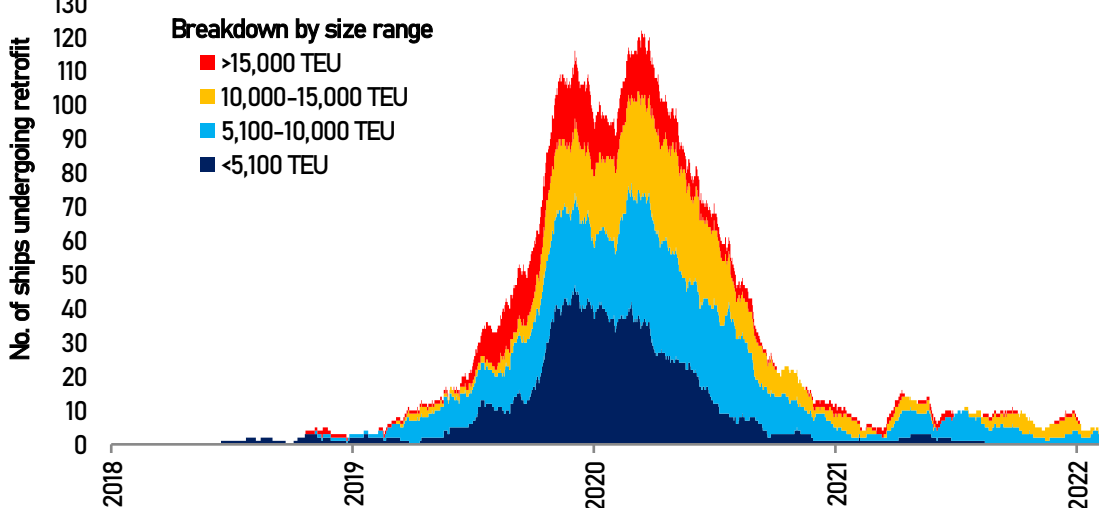
Idle Fleet Tracker : 2008 to 2022



Idle capacity remain very low, with just 27 ships for 56,750 teu that are presently inactive, including 6 Iranian ships for 22,000 that are still out of action. There has been no increase in blanked sailings seen this year during the post-Chinese New Year period.

Apart from the Iranian ships, there are 5 Vietnamese owned ships that out in long term unemployment, having been idle for more than 2 years, with 1 ship laid up since 2012.

Containerships at yards for scrubber retrofit

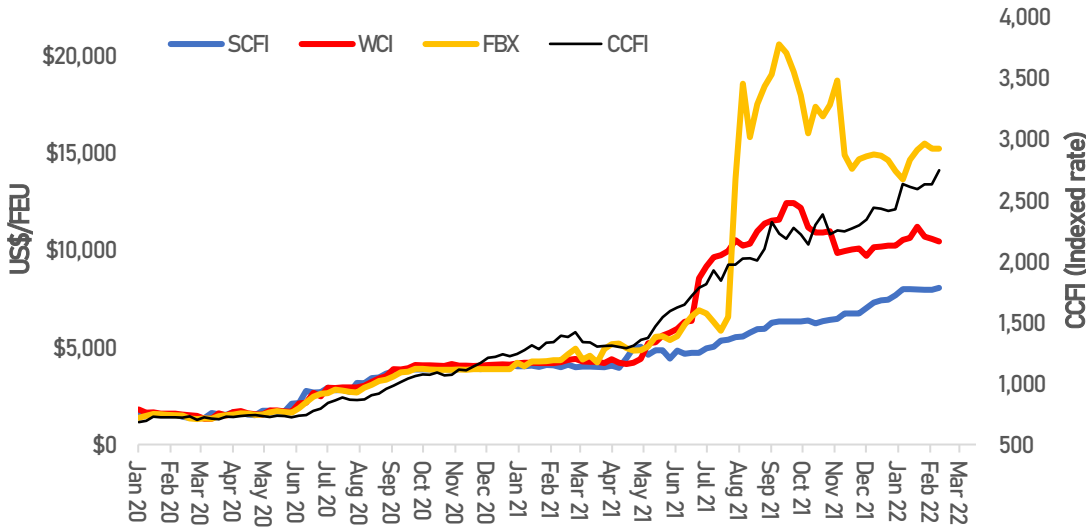


The number of ships undergoing scrubber retrofits remain limited, at just 4 ships that are now undergoing retrofitting.

Hapag-Lloyd's ALULA EXPRESS (13,470 teu) has just completed her scrubber retrofit in Qingdao and has just phased back into the Asia-Med MD1 service after being at the yard since mid-December. More of the UASC A13 series ships are scheduled to received their scrubber retrofits later this year.

Shanghai Container Freight Index	Change vs								
	11-Feb-22	1 week		1 month		3 months		1 year	
		4-Feb-22	%	14-Jan-22	%	5-Nov-21	%	10-Feb-21	%
SCFI	4,981	5,010	-0.6%	5,094	-2.2%	4,536	9.8%	2,826	76.3%
Shanghai export freight rates (in US\$/TEU except to USEC/USWC in US\$/FEU) to:-									
Europe (Base port)	7,677	7,780	-1.3%	7,797	-1.5%	7,637	0.5%	4,109	86.8%
Mediterranean (Base port)	7,435	7,520	-1.1%	7,520	-1.1%	7,269	2.3%	4,282	73.6%
USWC (Base port)	8,054	7,957	1.2%	7,994	0.8%	6,461	24.7%	3,969	102.9%
USEC (Base port)	11,022	10,985	0.3%	11,729	-6.0%	10,428	5.7%	4,800	129.6%
Persian Gulf (Dubai)	3518.41	3535.24	-0.5%	3694.92	-4.8%	3,459	1.7%	1859	89.3%
Australia (Melbourne)	4,602	4,552	1.1%	4,673	-1.5%	4,474	2.9%	2,376	93.7%
West Africa (Lagos)	7,244	7,380	-1.8%	7,473	-3.1%	7,751	-6.5%	6,568	10.3%
South Africa (Durban)	6,162	6,275	-1.8%	6,316	-2.4%	6,650	-7.3%	3,023	103.8%
South America (Santos)	9,261	9,837	-5.9%	10,168	-8.9%	10,135	-8.6%	8,392	10.4%
West Japan (Osaka/Kobe)	310.24	286.71	8.2%	317.62	-2.3%	309.31	0.3%	256	21.2%
East Japan (Tokyo/Yokohama)	304.94	285.86	6.7%	287.85	5.9%	296.8	2.7%	265	15.1%
Southeast Asia (Singapore)	1464.59	1482.59	-1.2%	1523.27	-3.9%	965	51.8%	996	47.0%
Korea (Busan)	406.94	449.17	-9.4%	455.83	-10.7%	343.61	18.4%	323	26.0%

China-US West Coast Freight Rate

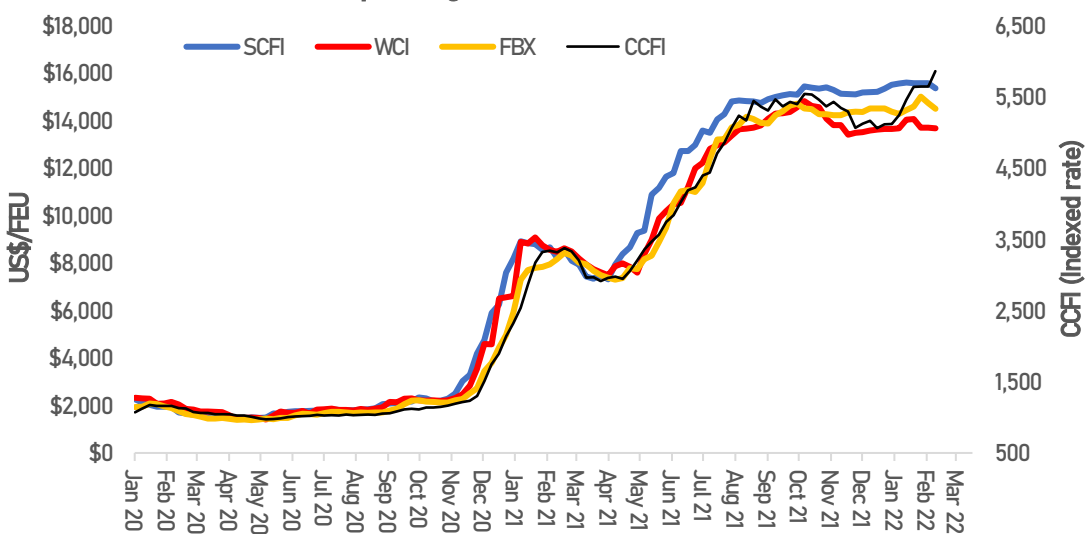


Spot rates to the US West Coast were largely steady during the last 2 weeks, with little rate action despite the Chinese New Year lull.

FAK rates largely held firm, with CCFI rates rising on the back of BAF increases.

Some carriers have extended current rates to April and it remains to be seen if any serious rate push could be mounted in March.

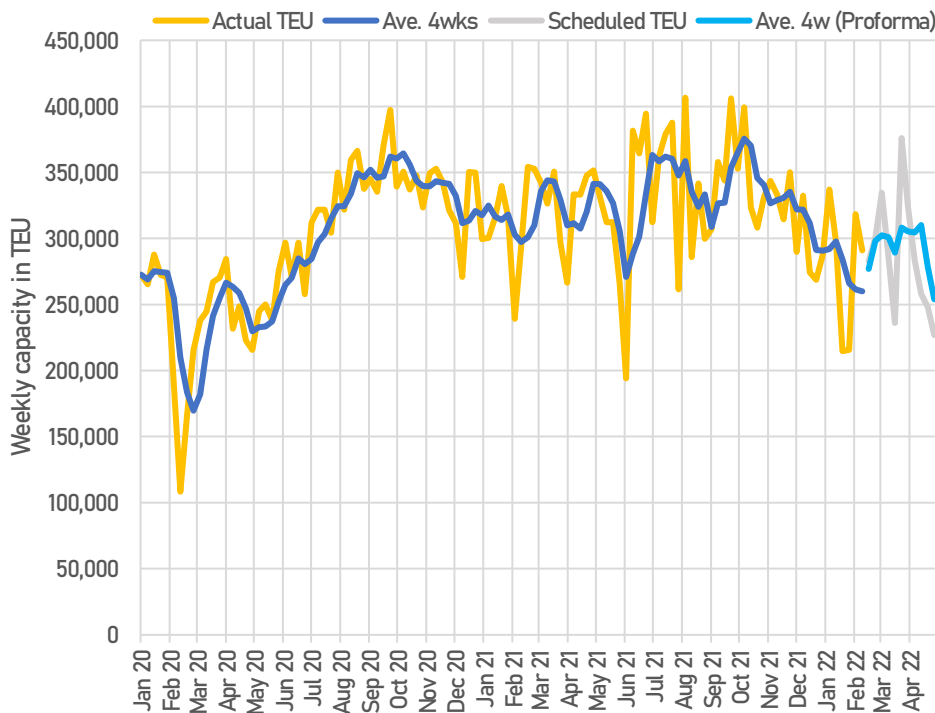
China-North Europe Freight Rate



Spot rates on the Asia-Europe routes declined marginally but no significant rate movements were seen in the market.

The CCFI assessment continued to rise to North Europe and has gained 15% since December with contract rate increases since January and BAF surcharges helping to push average rates on the Europe trade to a new high.

Far East-West Coast North America capacity by week



Capacity to the US West Coast dipped slightly, with no material reduction during the post Chinese New Year period.

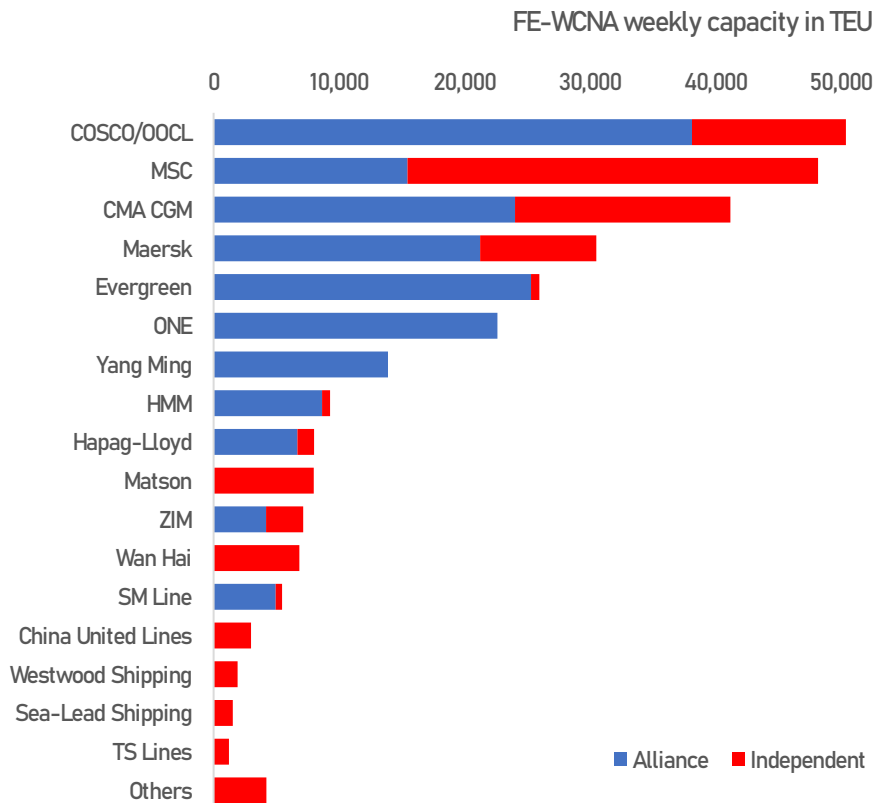
The rolling 4 week capacity has continued to drop and currently stands at 260,000 teu, down 31% from the peak of 375,000 teu at the beginning of October 2021.

Average capacity to the US West Coast is down 7% year-on-year, as the severe port congestion forced carriers to divert capacity primarily to the East Coast.

The initial moves to shift some of the capacity away from the Los Angeles/Long Beach gateway to Oakland and the Pacific Northwest gateways has not helped congestion at these alternative West Coast gateways have worsened in the last 3 months.

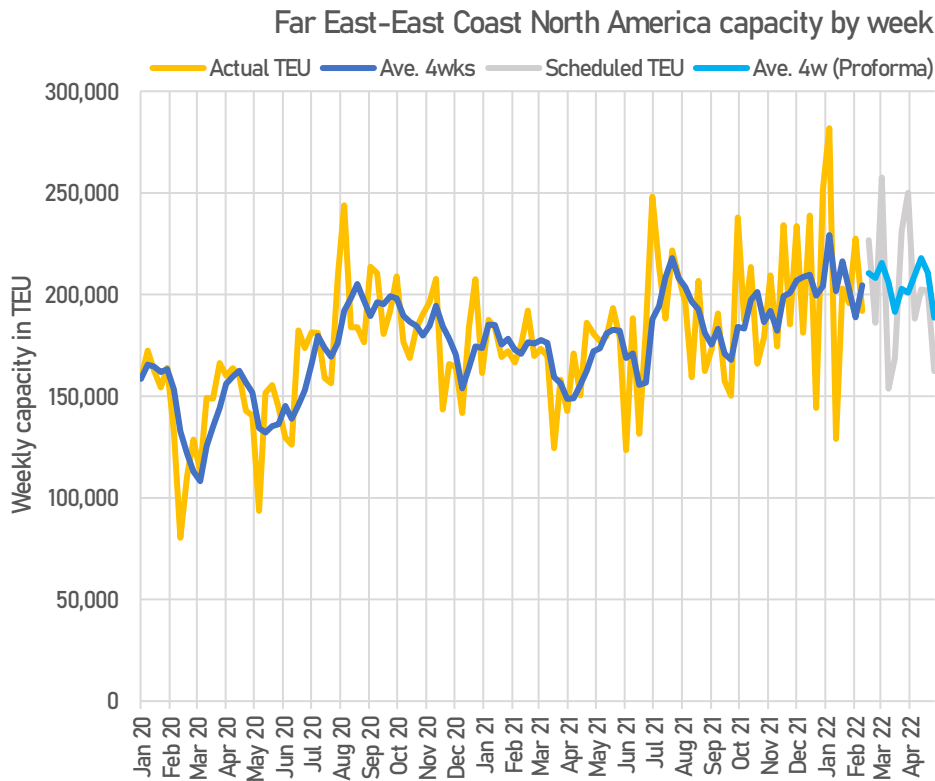
Far East-West Coast North America: Capacity Share by Carrier

	Weekly capacity (TEU)	Capacity share	Change YoY
COSCO/OOCL	50,388	17.4%	-7.7%
MSC	48,167	16.7%	8.7%
CMA CGM	41,189	14.2%	-8.5%
Maersk	30,486	10.5%	26.5%
Evergreen	25,948	9.0%	-8.3%
ONE	22,616	7.8%	-25.7%
Yang Ming	13,903	4.8%	-20.3%
HMM	9,280	3.2%	-51.2%
Hapag-Lloyd	8,007	2.8%	-43.7%
Matson	7,983	2.8%	11.1%
ZIM	7,145	2.5%	-18.8%
Wan Hai	6,833	2.4%	-14.5%
SM Line	5,449	1.9%	-32.6%
China United Lines	2,972	1.0%	
Westwood Shipping	1,910	0.7%	-10.1%
Sea-Lead Shipping	1,518	0.5%	
TS Lines	1,222	0.4%	
Others	4,209	1.5%	
Total all carriers	289,224	100.0%	-7.3%



Weekly capacity is based on average of capacity deployed over the last 13 weeks

Others include ad hoc sailings by Pasha, Transfar, DKT Allseas, BAL, Vasi, X-Press Feeders, CIMC, Swire, CEVA, Jinjiang Shipping and others/ Does not include capacity on non-cellular ships.



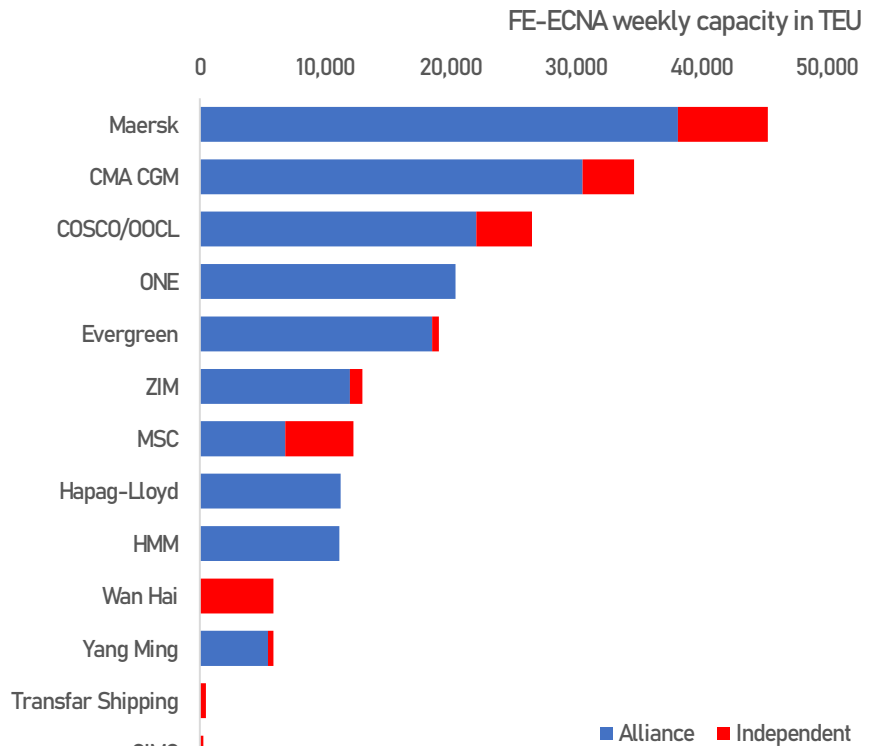
Capacity to the US East Coast also dropped last week but similar to the West Coast, there was also no material reductions overall during the post Chinese New Year period, with carriers reluctant to blank any sailings this year.

The rolling 4 week capacity has increased to 205,000 teu compared to 183,000 teu at the beginning of October 2021. The increase was the result of the diversion of capacity from the US West Coast, with more extra loaders to the East Coast added, with some of these becoming semi-permanent fixtures, notably by Wan Hai which did not serve the East Coast until last year.

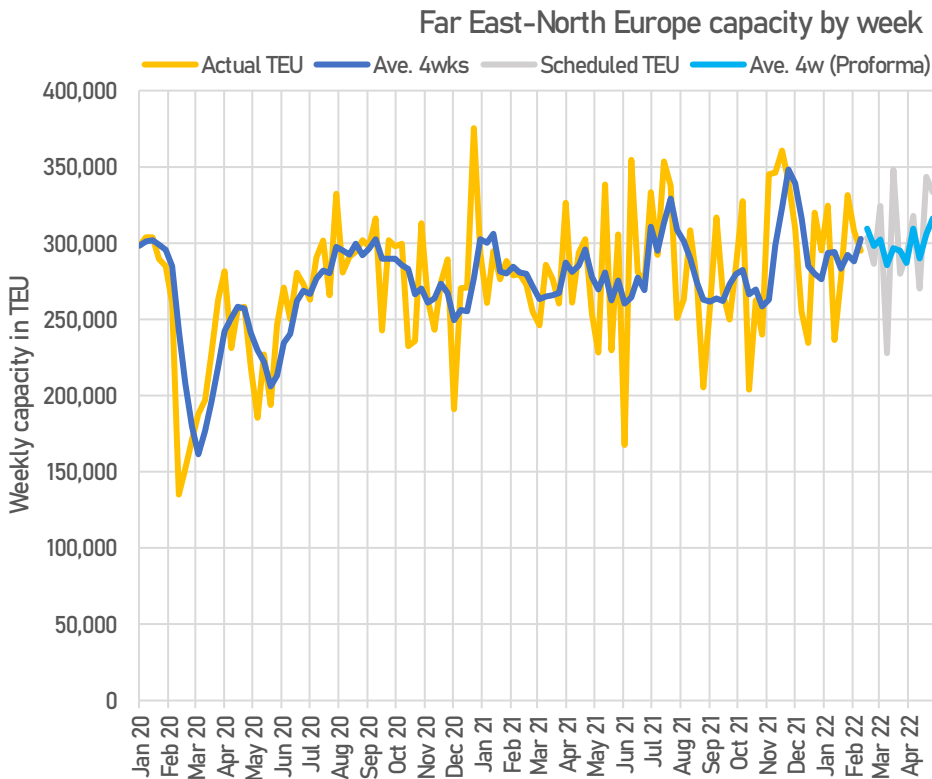
Additional capacity to the East Coast is planned but this will be hampered by the rising congestion seen at the East Coast ports.

Far East-East Coast North America : Capacity Share by Carrier

Carrier	Weekly capacity (TEU)	Capacity share	Change YoY
Maersk	45,299	22.0%	13.6%
CMA CGM	34,621	16.8%	15.7%
COSCO/OOCL	26,479	12.9%	17.7%
ONE	20,381	9.9%	14.1%
Evergreen	19,057	9.3%	-6.4%
ZIM	12,951	6.3%	19.0%
MSC	12,236	5.9%	70.6%
Hapag-Lloyd	11,220	5.5%	132.0%
HMM	11,133	5.4%	22.6%
Wan Hai	5,864	2.8%	
Yang Ming	5,862	2.8%	-36.3%
Transfar Shipping	474	0.2%	
CIMC	271	0.1%	
Total all carriers	205,849	100.0%	19.9%



Weekly capacity is based on average of capacity deployed over the last 13 weeks
Does not include capacity on non-cellular ships.



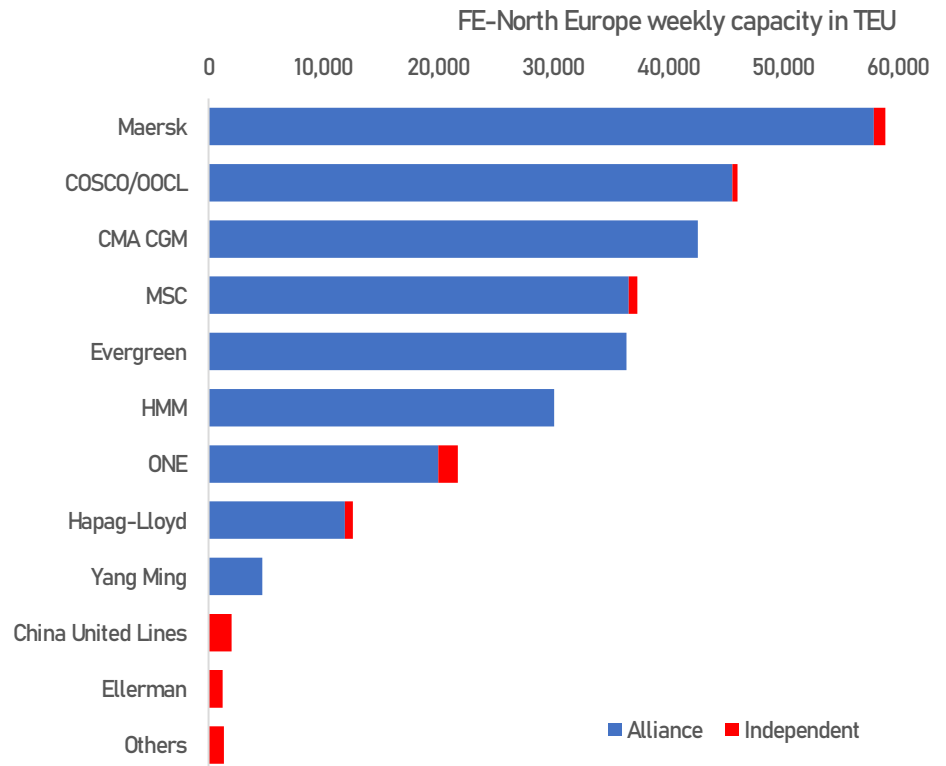
Capacity to North Europe dropped last week, but rolling 4 week capacity increased to 303,000 teu which is the highest average level since early December. This was due to the reduction in the total capacity in early January caused by the delay in vessels returning from Europe.

Forward capacity is expected to remain stable at close to the current rolling average of 300,000 teu per week, with no capacity reductions planned apart from unscheduled slidings due to vessel delays.

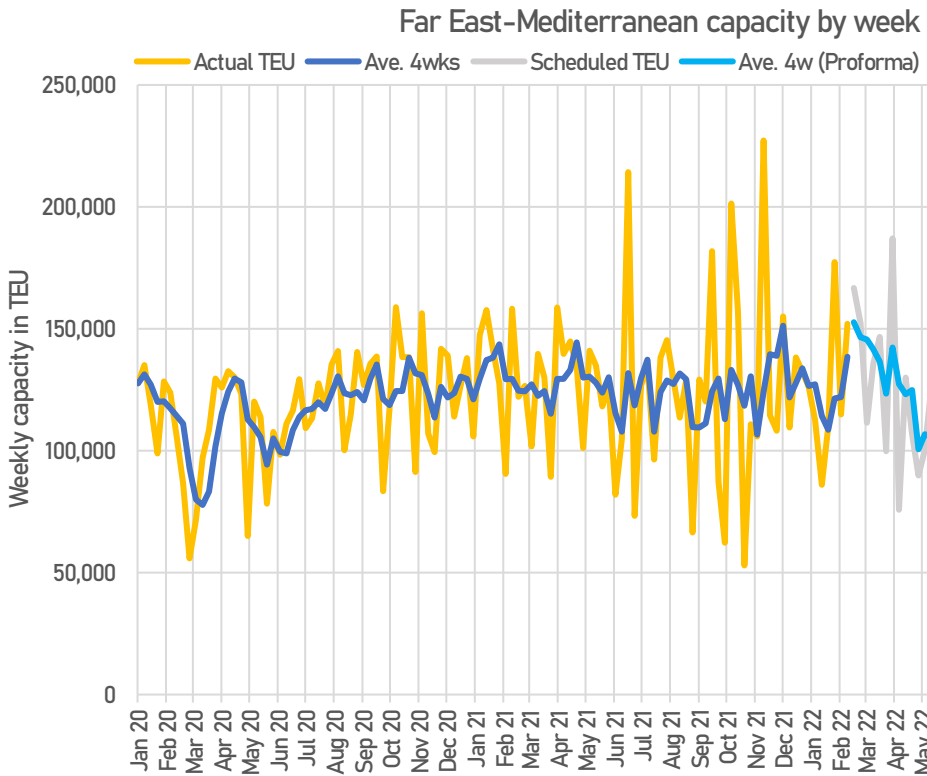
There are no new capacity planned for North Europe this year, with the 2 newcomers on this trade (CUL and Ellerman) being the only new entrants.

Far East-North Europe: Capacity Share by Carrier

Carrier	Weekly capacity (TEU)	Capacity share	Change YoY
Maersk	58,916	20.0%	-2.1%
COSCO/OOCL	46,043	15.6%	-6.1%
CMA CGM	42,592	14.4%	10.5%
MSC	37,312	12.7%	13.5%
Evergreen	36,382	12.3%	25.5%
HMM	30,085	10.2%	31.1%
ONE	21,697	7.4%	-6.8%
Hapag-Lloyd	12,550	4.3%	-17.0%
Yang Ming	4,670	1.6%	115.6%
China United Lines	2,019	0.7%	871.5%
Ellerman	1,217	0.4%	
Others	1,336	0.5%	330.2%
Total all carriers	294,818	100.0%	7.8%



Weekly capacity is based on average of capacity deployed over the last 13 weeks
 Others include ad hoc sailings by Sea-Lead, DKT Allseas, X-Press Feeders, BAL and others



Capacity to the Mediterranean increased last week, with rolling 4 week capacity also reaching a 10 week high at 138,500 teu.

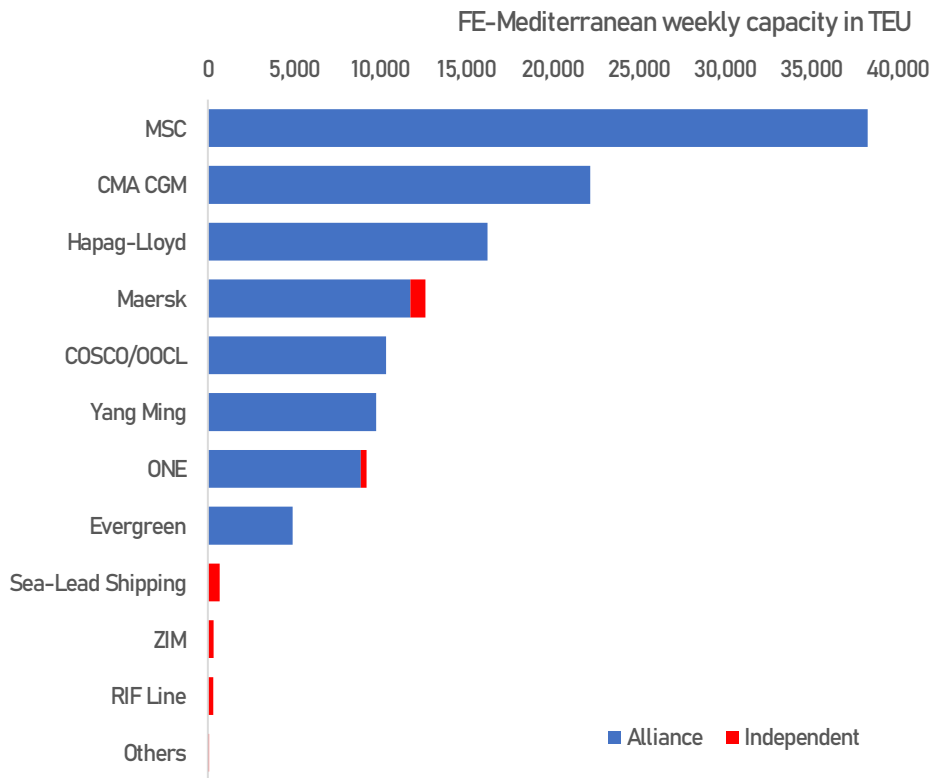
A similar situation with the other main trades can be seen here with no material capacity reductions over the post Chinese New Year lull.

Forward capacity is projected to be largely stable with week to week fluctuations mainly caused by congestion in the Med, with Piraeus currently the main congestion hotspot.

There 2 new entrants to the Med trade, Sea-Lead/Volta Shipping that have launched a new Med service calling at Koper with a stopover in Libya and RIF Line that has been running a China-Civitavecchia service since August 2021.

Far East-Mediterranean: Capacity Share by Carrier

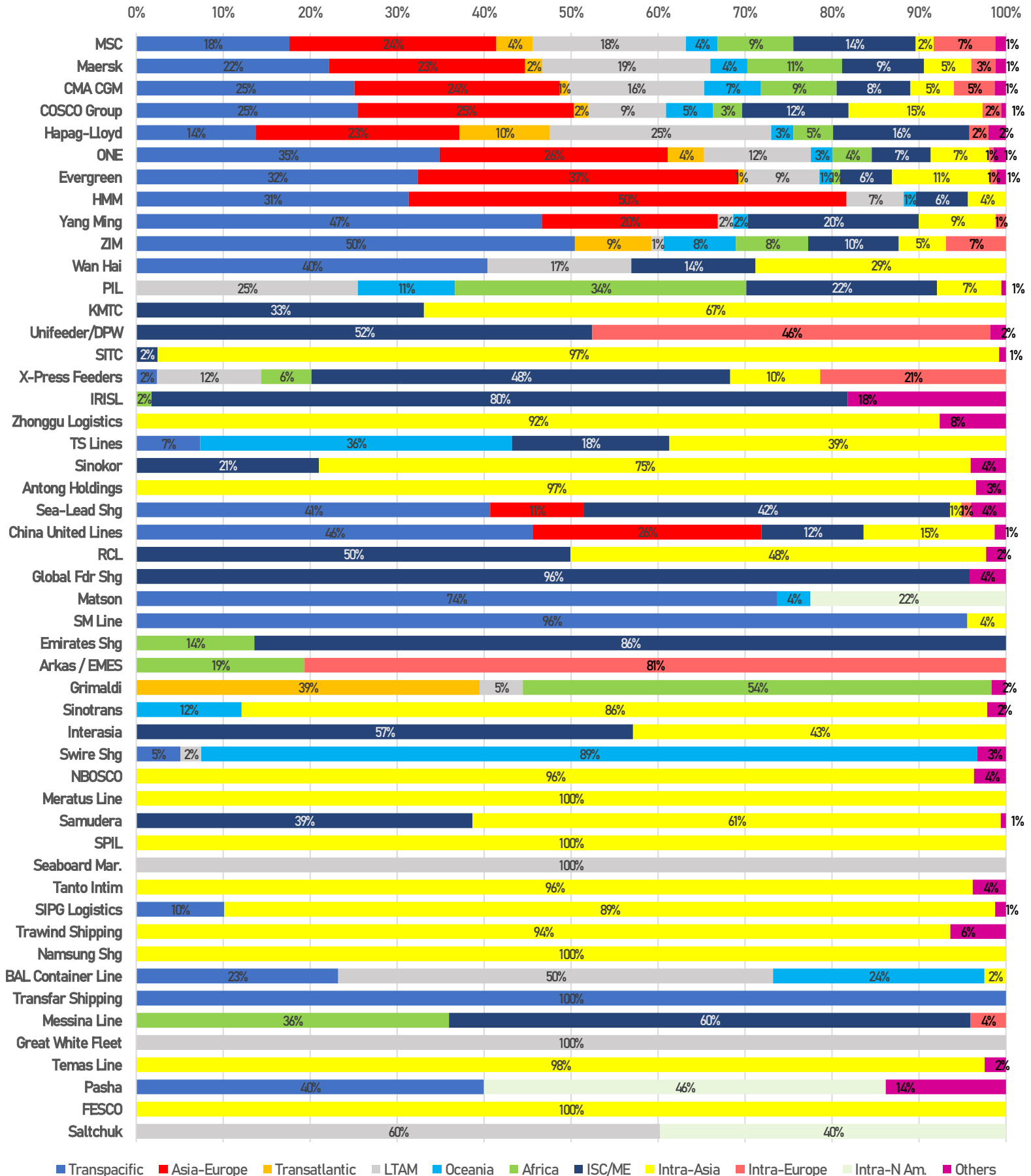
	Weekly capacity (TEU)	Capacity share	Change YoY
MSC	38,285	30.6%	1.4%
CMA CGM	22,182	17.8%	26.3%
Hapag-Lloyd	16,218	13.0%	-24.4%
Maersk	12,625	10.1%	7.4%
COSCO/OOCL	10,345	8.3%	-34.8%
Yang Ming	9,768	7.8%	16.6%
ONE	9,198	7.4%	107.4%
Evergreen	4,917	3.9%	-22.2%
Sea-Lead Shipping	691	0.6%	
ZIM	327	0.3%	-22.9%
RIF Line	317	0.3%	
Others	74	0.1%	-91.7%
Total all carriers	124,945	100.0%	0.0%



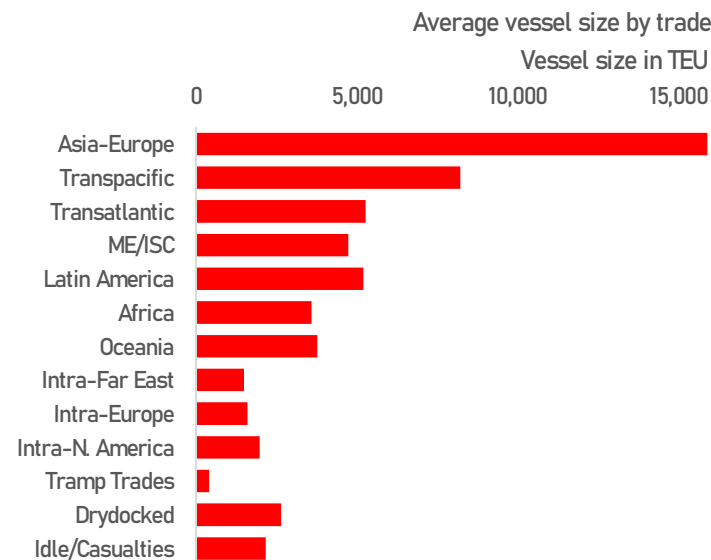
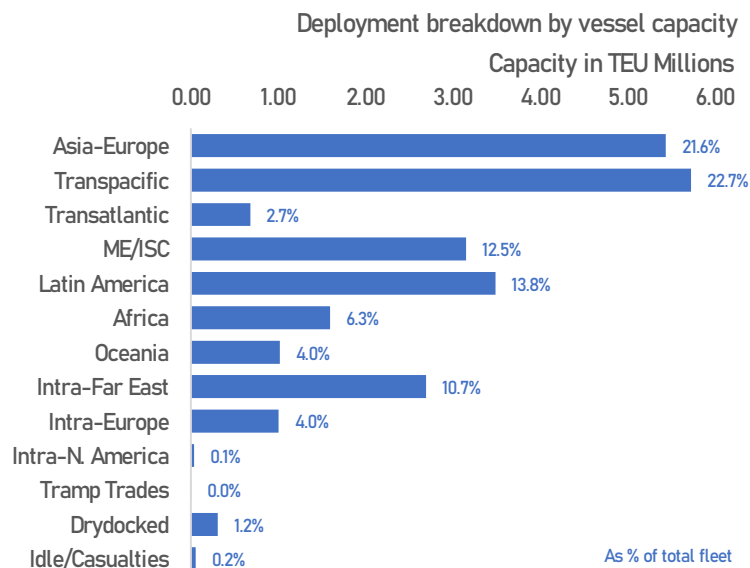
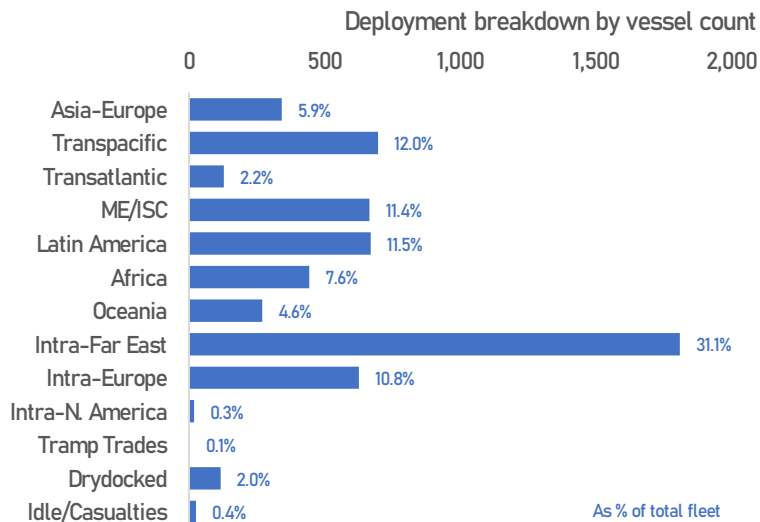
Weekly capacity is based on average of capacity deployed over the last 13 weeks
Others include HMM and X-Press Feeders.

Rank	Company	Current Fleet						Orderbook			Current share of global liner fleet	
		Nb. of ships	Fleet TEU	Owned/FL ships	Owned/FL Fleet TEU	Chartered ships	Chartered Fleet TEU	% chartered (TEU)	Nb. of ships on order	Orderbook TEU		Orderbook %
1	MSC	653	4,300,696	375	2,645,886	278	1,654,810	38%	90	1,431,428	33%	17.0%
2	Maersk	738	4,295,730	364	2,721,836	374	1,573,894	37%	34	333,130	8%	17.0%
3	CMA CGM	573	3,236,235	226	1,917,031	347	1,319,204	41%	57	538,603	17%	12.8%
4	COSCO Group	484	2,923,612	244	2,111,786	240	811,826	28%	32	585,272	20%	11.5%
5	Hapag-Lloyd	248	1,742,108	113	1,069,767	135	672,341	39%	22	413,272	24%	6.9%
6	ONE	206	1,512,763	107	927,144	99	585,619	39%	40	551,398	36%	6.0%
7	Evergreen	201	1,474,700	150	1,133,665	51	341,035	23%	67	607,412	41%	5.8%
8	HMM	79	824,915	48	615,458	31	209,457	25%	12	156,000	19%	3.3%
9	Yang Ming	91	663,038	59	313,716	32	349,322	53%	5	58,570	9%	2.6%
10	ZIM	113	427,181	6	18,220	107	408,961	96%	41	350,936	82%	1.7%
11	Wan Hai	144	406,449	88	256,387	56	150,062	37%	43	256,568	63%	1.6%
12	PIL	85	269,237	81	248,410	4	20,827	8%	0	0	0%	1.1%
13	KMTC	70	159,293	35	90,941	35	68,352	43%	0	0	0%	0.6%
14	Unifeeder/DPW	100	150,000	2	3,292	98	146,708	98%	0	0	0%	0.6%
15	SITC	98	146,618	76	116,932	22	29,686	20%	33	59,929	41%	0.6%
16	X-Press Feeders	91	143,907	35	66,215	56	77,692	54%	25	108,860	76%	0.6%
17	IRISL	30	140,182	26	82,150	4	58,032	41%	0	0	0%	0.6%
18	Zhonggu Logistics	95	121,560	30	66,051	65	55,509	46%	20	87,940	72%	0.5%
19	TS Lines	54	109,435	26	65,839	28	43,596	40%	26	80,768	74%	0.4%
20	Sinkor	72	104,584	55	82,865	17	21,719	21%	24	46,816	45%	0.4%
21	Antong Holdings	74	90,024	45	69,079	29	20,945	23%	0	0	0%	0.4%
22	Sea-Lead Shg	24	88,343	1	6,882	23	81,461	92%	0	0	0%	0.3%
23	China United Lines	33	83,037	2	1,967	31	81,070	98%	6	12,520	15%	0.3%
24	RCL	40	73,003	35	58,501	5	14,502	20%	0	0	0%	0.3%
25	Global Fdr Shg	22	67,566	16	47,701	6	19,865	29%	0	0	0%	0.3%
26	Matson	25	64,961	17	41,750	8	23,211	36%	0	0	0%	0.3%
27	SMLine	12	63,025	8	33,298	4	29,727	47%	0	0	0%	0.2%
28	Emirates Shg	12	56,513	1	2,518	11	53,995	96%	0	0	0%	0.2%
29	Arkas/EMES	33	55,847	32	53,355	1	2,492	4%	0	0	0%	0.2%
30	Grimaldi	34	48,250	34	48,250	0	0	0%	6	12,000	25%	0.2%
31	Sinotrans	40	47,995	23	26,282	17	21,713	45%	6	11,800	25%	0.2%
32	Interasia	19	47,257	9	19,182	10	28,075	59%	0	0	0%	0.2%
33	Swire Shg	25	46,820	21	42,136	4	4,684	10%	0	0	0%	0.2%
34	NEOSCO	46	44,320	22	28,770	24	15,550	35%	9	18,836	43%	0.2%
35	Meratus Line	55	37,835	55	37,835	0	0	0%	0	0	0%	0.1%
36	Samudera	30	36,257	6	5,099	24	31,158	86%	0	0	0%	0.1%
37	SPIL	55	35,753	55	35,753	0	0	0%	0	0	0%	0.1%
38	Seaboard Mar.	22	34,506	6	9,327	16	25,179	73%	3	10,500	30%	0.1%
39	Tanto Intim	53	34,216	53	34,216	0	0	0%	0	0	0%	0.1%
40	SIPG Logistics	42	33,868	35	24,980	7	8,888	26%	4	7,472	22%	0.1%
41	Trawind Shipping	17	31,638	10	21,641	7	9,997	32%	0	0	0%	0.1%
42	Namsung Shg	26	28,929	21	24,838	5	4,091	14%	6	11,462	40%	0.1%
43	BAL Container Line	8	28,685	2	2,324	6	26,361	92%	0	0	0%	0.1%
44	Transfar Shipping	9	24,972	0	0	9	24,972	100%	0	0	0%	0.1%
45	Messina Line	10	24,360	4	11,680	6	12,680	52%	0	0	0%	0.1%
46	Great White Fleet	10	22,924	4	9,238	6	13,686	60%	0	0	0%	0.1%
47	Temas Line	41	20,721	41	20,721	0	0	0%	0	0	0%	0.1%
48	Pasha	9	19,196	6	11,520	3	7,676	40%	2	5,050	26%	0.1%
49	FESCO	15	19,163	12	13,944	3	5,219	27%	0	0	0%	0.1%
50	Saltchuk	19	15,600	19	15,600	0	0	0%	0	0	0%	0.1%

Top 50 Carriers : Capacity Deployment Profile by Trade



	Ships	TEU	Average TEU
Asia-Europe	342	5,438,791	15,903
Far East-Med	115	1,587,339	13,803
Far East-North Europe	227	3,851,452	16,967
Transpacific	697	5,727,422	8,217
Far East-East Coast North America	293	2,690,067	9,181
Far East-West Coast North America	404	3,037,355	7,518
Transatlantic	129	680,464	5,275
Med-North America	65	348,976	5,369
North Europe-North America	64	331,488	5,180
Middle East/Indian Subcontinent	666	3,151,797	4,732
North America-ME/ISC	62	437,877	7,063
Europe-ME/ISC	102	743,490	7,289
Far East-Middle East	110	831,064	7,555
Far East-Indian Subcontinent	164	704,202	4,294
Far East-Bengal	71	132,375	1,864
ISC-Bengal	17	25,423	1,495
Intra-ISC	26	50,668	1,949
Intra-ME	81	137,418	1,697
ME-ISC	33	89,280	2,705
Latin America	670	3,486,952	5,204
Far East-Latin America	196	1,678,175	8,562
North America-Latin America	191	499,330	2,614
Europe-Latin America	166	1,053,803	6,348
Intra-Latin America	117	255,644	2,185
Africa	444	1,593,913	3,590
Far East-Africa	162	798,303	4,928
Europe-Africa	151	491,733	3,257
Americas-Africa	20	43,593	2,180
Africa-ME/ISC	67	199,405	2,976
Intra-Africa	44	60,879	1,384
Oceania	270	1,017,525	3,769
Europe-ANZ	24	153,903	6,413
Far East-ANZ	155	695,172	4,485
Far East-South Pacific	36	47,583	1,322
North America-Oceania	23	84,110	3,657
Intra Oceania	32	36,757	1,149
Intra-Far East	1,810	2,693,932	1,488
North Asia-Southeast Asia	608	1,376,768	2,264
Intra-North Asia	331	369,542	1,116
Intra-Southeast Asia	164	235,712	1,437
Russia Far East	37	44,187	1,194
Domestic - Japan	44	9,143	208
Domestic - China	364	503,458	1,383
Domestic - Philippines	31	15,492	500
Domestic - Vietnam	20	13,532	677
Domestic - Malaysia	16	11,353	710
Domestic - Indonesia	195	114,745	588
Intra-Europe	627	1,006,421	1,605
Intra-Iberia	49	48,332	986
Intra-Med	276	404,854	1,467
Intra-North Europe	248	290,854	1,173
North Europe-Med	54	262,381	4,859
Intra-North America	19	37,593	1,979
Jones Act	16	35,030	2,189
Canada	3	2,563	854
Tramp Trades	3	1,230	410
Drydocked	117	309,442	2,645
Idle/Casualties	26	56,353	2,167
Total All Containerships	5,820	25,201,834	4,330



Maersk eyes further FE-USEC expansion with TP28 launch and TP20 upgrade

Maersk will launch a new TP28 transpacific service connecting Cai Mep, Yantian, Ningbo, Shanghai, Houston, Norfolk, Cai Mep using 11 ships of 4,500 teu. The new service is scheduled to start on 23 March 2022 with the 4,530 teu MAERSK WALLIS. The service will take an eastbound round-the-world route, using the Panama Canal from Asia and returning via the Suez Canal.

Maersk will also concurrently revise its current TP20 service with the Cai Mep call replaced by a new call at Jakarta, while the vessel size will be upgraded from the 4,250 teu scale to 6,500 teu. The new TP20 will feature the first direct call between Jakarta and the US East Coast. The revised rotation calls at Jakarta, Yantian, Ningbo, Shanghai, Charleston, Newark, Jakarta, using also an eastbound round-the-world route

Both of these services are operated independently by Maersk outside of the 2M alliance arrangement.

CMA CGM and COSCO expands cooperation to the Brazil/Caribbean to US Gulf trade

CMA CGM and COSCO will revise its joint service on the trade between Brazil, the Caribbeans and the US Gulf Coast with the new Brazil Express (BZX) service that will deploy 9 ships of 3,000 teu to 3,600 teu on a 63 day round trip. CMA CGM will deploy 8 of the 9 ships in this new service that is scheduled to start from 22 February from Navegantes with the 3,091 teu CMA CGM PARANAGUA.

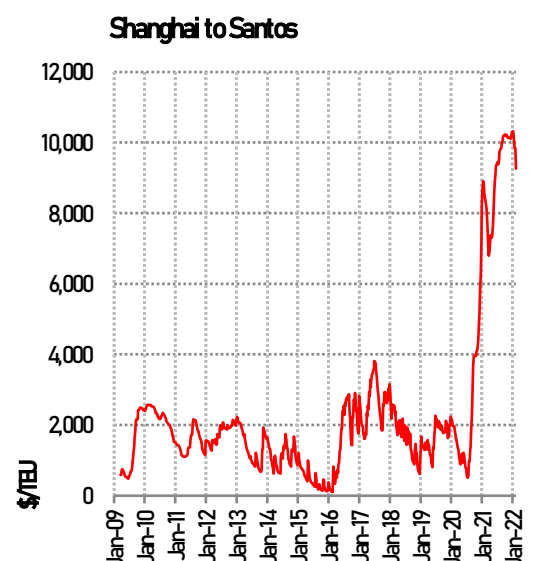
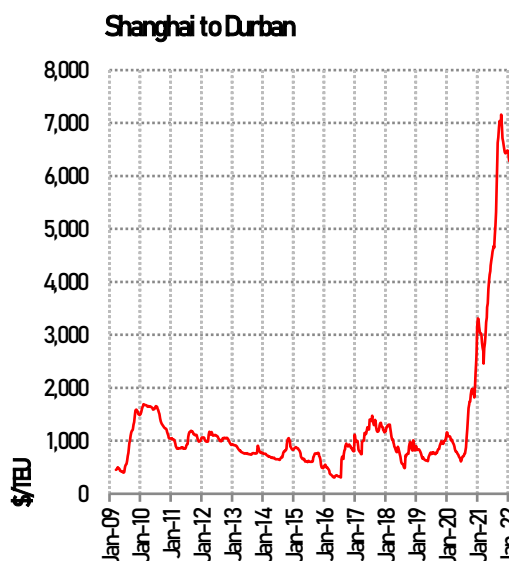
The revised service will call at Navegantes, Paranagua, Santos, Rio de Janeiro/Salvador (alternative calls), Cartagena, Kingston, New Orleans, Houston, Veracruz, Kingston, Cartagena, Manzanillo (Pan), Manaus, Vitoria, Santos, Navegantes.

HMM drops planned Durban call on new Far East-India-Latin America Service (FIL)

HMM's new Far East-India-Latin America Service (FIL) will skip the planned westbound Durban call and connect India directly with the East Coast of South America. The new service was launched on 7 December 2021 and was supposed to call at Busan, Shanghai, Ningbo, Shekou, Singapore, Kattupalli, Durban, Santos, Paranagua, Itapoa, Navegantes, Buenos Aires, Montevideo, Singapore, Hong Kong, and Busan.

The service is supposed to turn in 12 weeks, but currently deploys only 6 ships of 4,700 teu to 6,800 teu on an irregular fortnightly frequency. It is the first new service connecting Asia and the South America East Coast since 2019.

SCFI spot freight rates from Shanghai to South African and South America have dropped from their peaks in December last year, but remain at a record high.



Asyad Line launches new SE Asia-Oman link

Asyad Line has announced the launch of a new service between Singapore and Port Klang with Oman. The service was first introduced on 17 December 2021, with the first sailing initiated by the 4,250 teu WADI BANI KHALID. A second ship, the 4,398 teu GULF BARAKAH was introduced on 30 December 2021.

The new service calls at Singapore, Port Klang, Nhava Sheva, Mundra, Karachi, Sohar, Dammam, Jebel Ali, Mundra, Nhava Sheva, Singapore. 2 sailings will be offered each month using the two 4,250-4,398 teu ships.

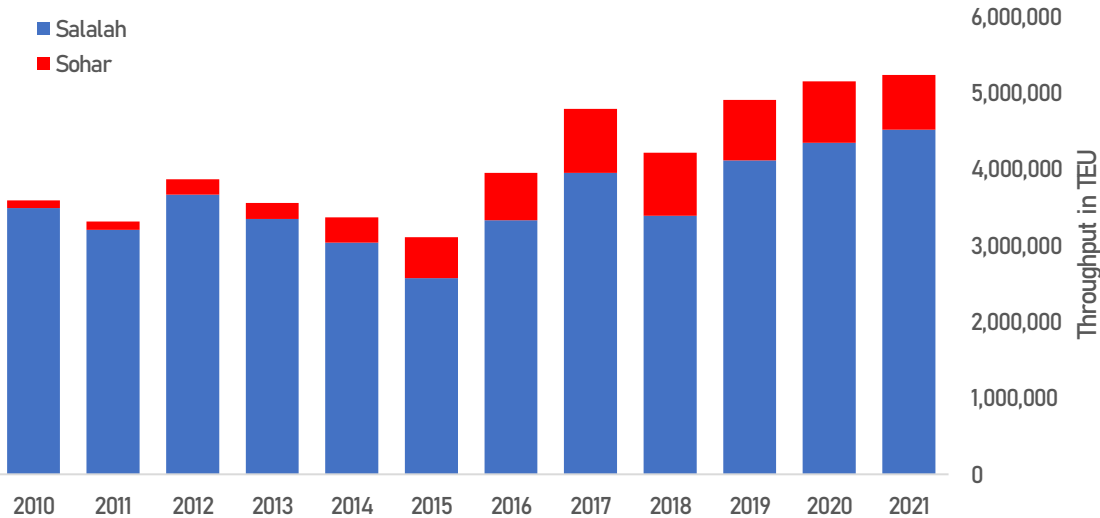
Asyad Line Background

Asyad Line was established as Oman Container Line in 2010 as a subsidiary of the Oman Shipping Company (OSC) to operate container shipping services in the Middle East Gulf routes. OSC was established in 2003 by the Omani government to develop its national fleet and was initially focussed on the transportation of LNG cargo, but has expanded its fleet to include VLCCs, product tankers, chemical tankers, LPG carriers, VLOCs and bulk carriers. In 2008, it acquired two 8,800 dwt/650 teu mpp ships (FANJA and HAMRA). Its containership operations was started only in 2010, when it launched a container service between Oman and East Med.

The Oman Container Line was rebranded as Asyad Line in March 2020 and remains part of the Asyad Group, the state owned shipping and logistics services group that was established in 2016 with interests in logistics, shipping, ports and ship repair. The Asyad Group is 100% owned by the Oman Investment Authority.

Asyad Line operated a fleet of 4 chartered ships of 1,400-4,600 teu on the routes between Oman, Middle East Gulf and the West Coast of India until 2021 when it acquired its first owned ship - the 4,250 teu WADI BANI KHALID (ex NAVIOS DEDICATION). Apart from the new service connecting Southeast Asia, India and the Middle East, Asyad Line also operates 2 smaller ships of 2,800 teu on the Oman-Gulf Express Service that connects Sohar, Duqm, Salalah, Mesaieed, Hamad, Jebel Ali, Dammam, Sohar.

Oman Container Ports Throughput 2010-2021



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