

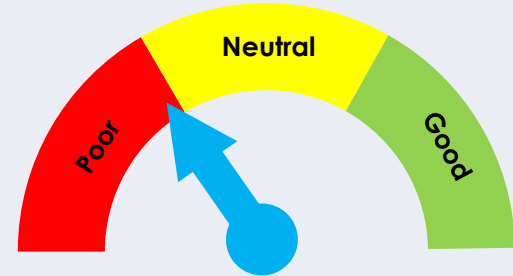
Market Pulse - 2022 Week 12

MARKET BRIEF - 2022 WEEK 12

Freight rates registered their 11th consecutive weekly fall to reach a 7 month low, with weakness across all tradelanes out of China, with the sharpest falls on the Europe, South America, Australia and Middle East routes. The newly announced lockdowns in Shanghai will further dampen export demand out of China. Charter rates have finally broken their 4 month rising trajectory as carriers re-assess their tonnage requirements in the face of weakening demand.

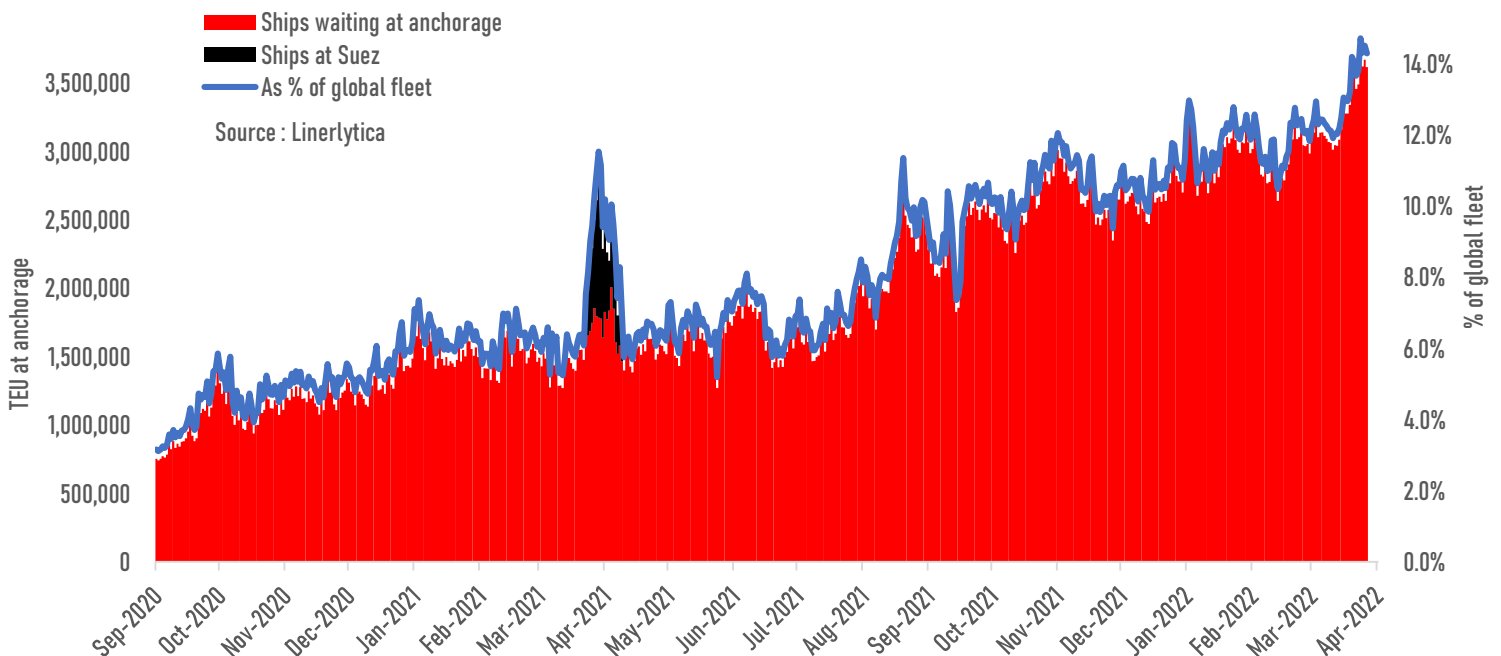
Port congestion rose to reach an all time high last week, with a further increase expected in the coming week as no improvements are expected in the China and European port congestion situation. Unlike last year, the rising congestion has not been enough to push up freight rates in the face of weak demand.

CONTAINER MARKET BAROMETER 2022 WEEK 12



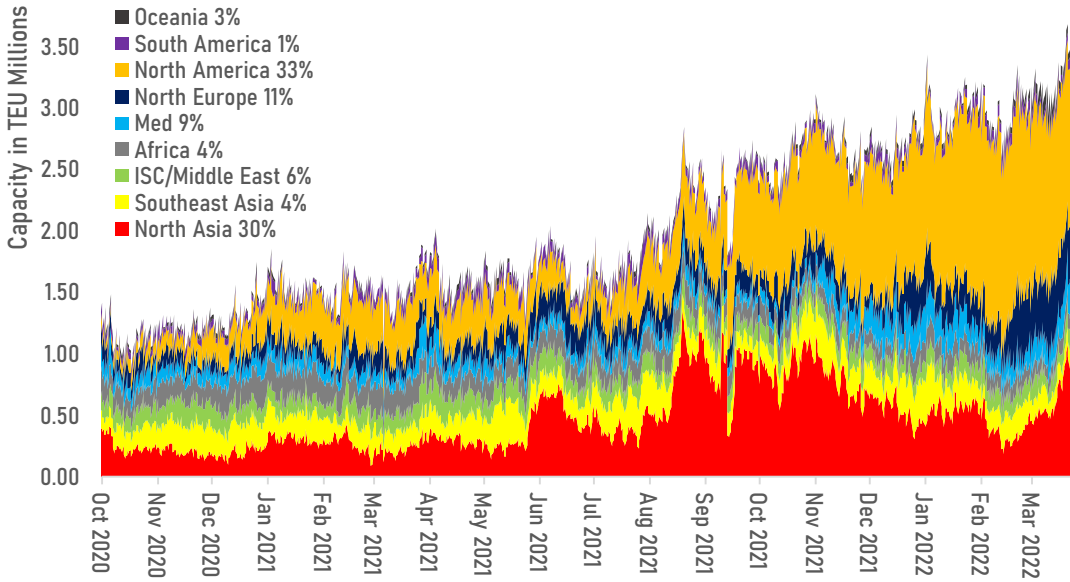
Total containership capacity caught up in worsening port congestion globally has exceeded 14% of the fleet for the first time last week, with further increases expected as Chinese authorities have announced a lockdown in Shanghai in 2 stages over a 9 day period from 28 March to 5 April. Despite this, freight rates are expected to weaken further, as Chinese factory output have also been affected with vessel capacity utilization levels still too low to reverse the rate declines that have been observed since January.

% of Containership fleet at main port anchorages



Port congestion by region

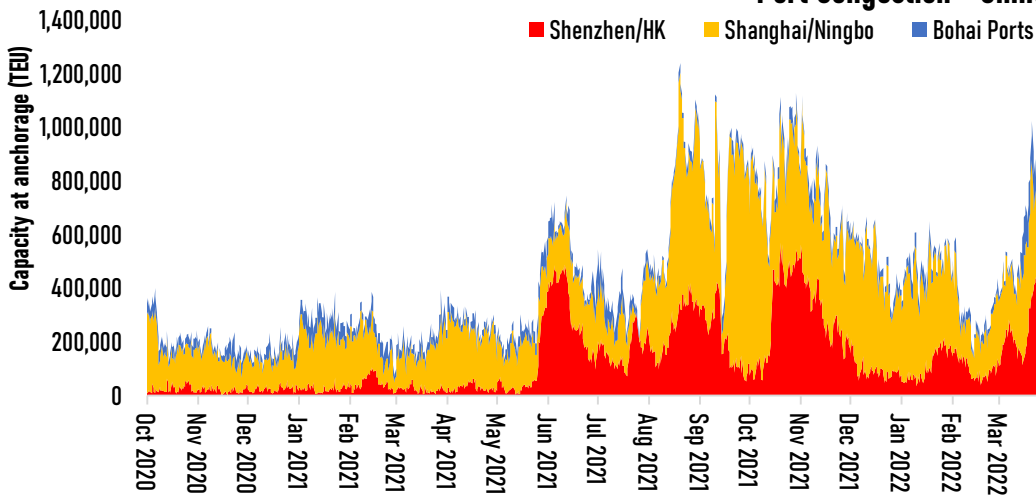
Breakdown as at 27 March 2022 (Source : Linerlytica)



Total vessel capacity tied up by port congestion surged to a new peak last week due to the rise in Chinese port congestion, while European port congestion also reached a new high.

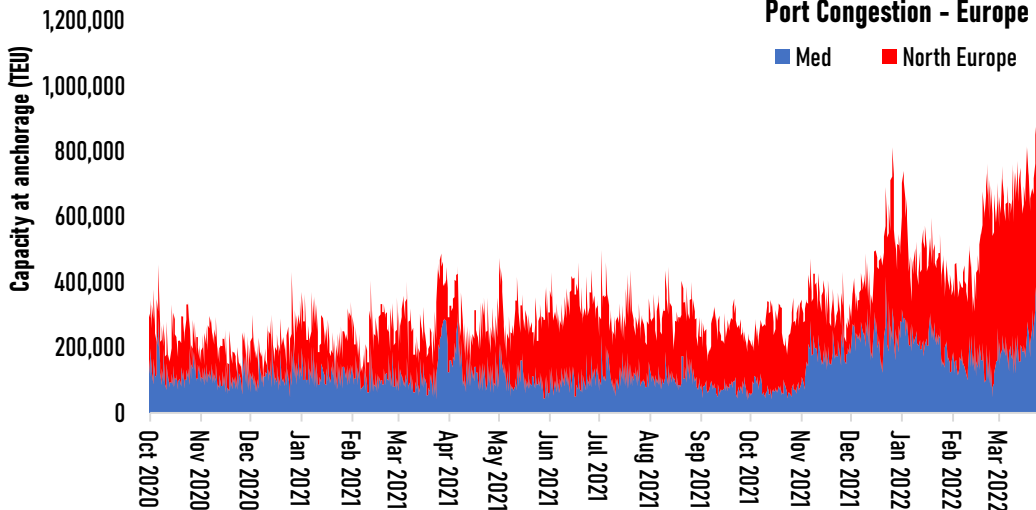
Taken together, the 3 main regions of North Asia, Europe and North America account currently for 83% of total congestion globally. North America's share has been reduced from over 50% in January to just 33% with further improvements in the US situation last week but this is expected to be short-lived as vessel arrivals at both the US West Coast and US East Coast are rising in the coming week.

Port Congestion - China



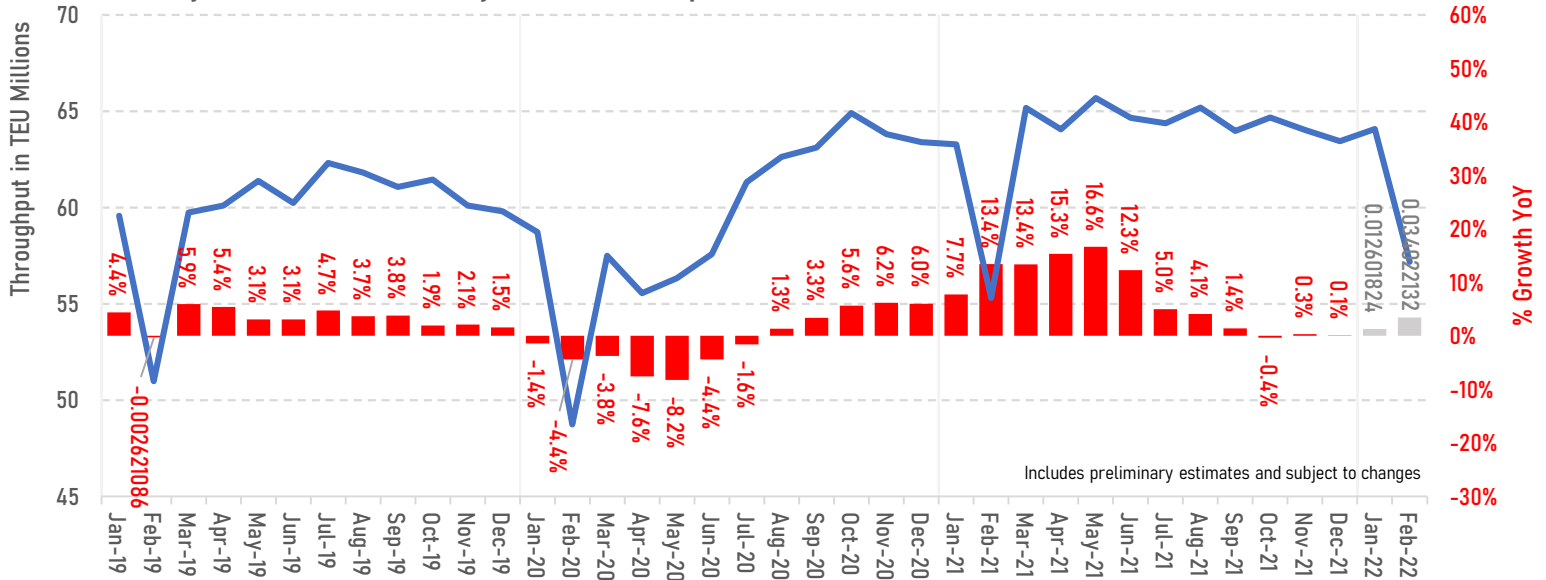
Chinese port congestion continue to be affected by port labour shortages and low berth productivity and yard congestion, with the new lockdown measures in Shanghai expected to have a negative impact over the coming week. Although all the main ports in China have remained open throughout the last 2 weeks, the situation in China remains fluid with local measures to control the growing Covid infection rate in China expected to be maintained.

Port Congestion - Europe



European port congestion has also deteriorated with both North European and Med gateways coming under pressure due to labour shortage and high port capacity utilization. Waiting times have increased especially at Antwerp, Hamburg and Rotterdam with some ships now waiting for over 7 days. In the Med region, congestion has been building up especially in the main Spanish ports of Barcelona and Valencia where the truckers strike that have been on an "indefinite" strike since 14 March continued to delay operations at the ports.

Monthly Port Volumes - Linerlytica Global Sample



Weekly Ports Highlights

Global port throughput has remained resilient despite the challenges from supply chain bottlenecks and port congestion, and rising inflation rates across the world.

But volume growth rates have slowed down significantly since the second half of 2021, with 4th quarter growth rates falling to just 0.1%. Although the year-to-date growth in 2022 have been resilient, this is expected to weaken in the next few months as demand has softened while port productivity continues to be affected by recent lockdowns in China as well as disruptions in various countries around the world.

Global throughput growth is expected to fall from 7.2% in 2021 to just 1.3% in 2022. Much will depend on the continued resilience in North American demand, as it remains the only region that has posted a positive month-on-month growth in volumes in February. However OOCL sounded a warning last week in its annual results announcement as it took a \$303m onerous provision on its future committed volumes at its Long Beach Container Terminal (LBCT) as it will not be able to meet its minimum vessel lifts at the terminal over the next 18 years.

February 2022 (f)	MoM%	YoY%
Global Sample	-10.8%	3.4%
Breakdown by region		
China & HK	-19.1%	4.8%
Other North Asia	-9.9%	2.5%
SE Asia	-8.6%	0.2%
Indian sub-cont.	-4.9%	1.7%
Middle East	-2.0%	-0.7%
North America	0.3%	14.8%
Latin America	-7.2%	-2.7%
North Europe	-2.7%	0.6%
South Europe	-6.1%	4.4%
Africa	-0.8%	1.1%
Oceania	-1.5%	3.3%

Weekly Port Focus : North American Ports

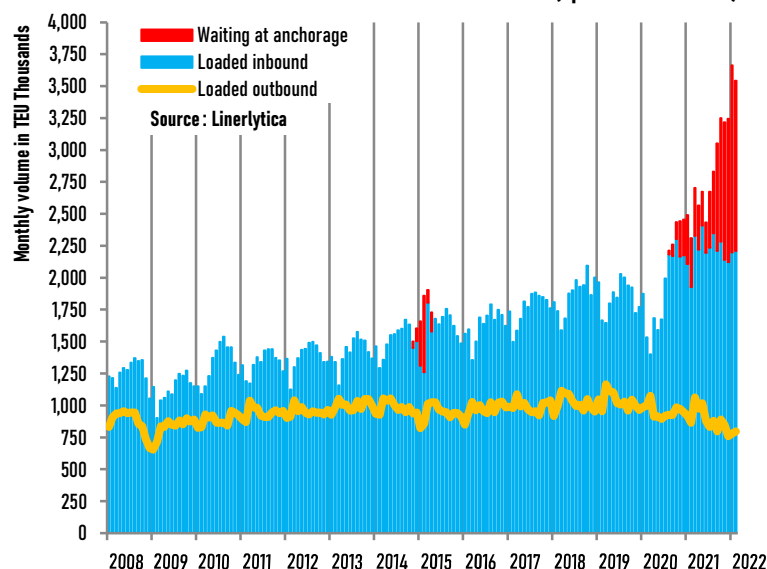
North American container imports continue to drive throughput growth at its largest ports in February, with volumes remaining at highly elevated levels since July 2020.

The elevated demand has now lasted for 20 months and looks set to continue as the long queue of ships waiting at North American port anchorages will continue to keep import handling volumes at record highs for the next few months.

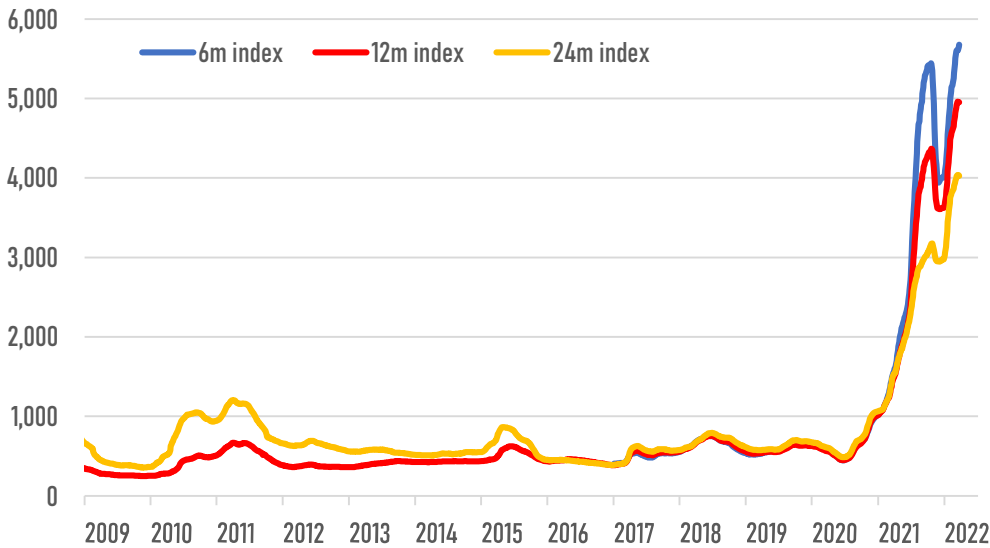
Although the vessel queue peaked in January and has shown some improvements since then due mainly to the reduced congestion at the ports of Los Angeles and Long Beach, it will still take several months to clear out completely as the vessel departures from Asia for North American destinations have continued apace.

Potential port labour disruptions due to the ILWU-PMA contract renewal at the end of June 2022 could determine if we continue to see supply chain chaos in the coming months.

Top 10 North American Ports Monthly Container Volumes (Updated to Feb 2022)



Linerlytica Charter Rate Index



Rates for period charters have finally taken a breather after their sharp rebound since December last year as rates are no longer rising from their last done levels.

Fixtures remain very limited as most open tonnage have already been snapped up.

The Russian sanctions is providing some respite for the smaller ships trading in the Baltic region as they have been pulled out mainly from the St Petersburg corridor and a few of them have been taken up on spot charter.

Resale activity remains brisk with MSC, CMA CGM and Zim being particularly active.

New charters

Name	TEU	Built	Gear	Owner	Charterer	Rate \$/day	Period	Laycan
NAVIOS DEVOTION	4,253	2009	No	Navios Group	ZIM	41,430	54m	Mar-22
ZHONG GU LIAO NING	3,834	1997	No	Zhonggu Shipping	BAL Container Line	165,000	3m	Mar-22
ALS VENUS	2,554	2014	No	Asiatic Lloyd	Zim	38,000	36m	Mar-22
ZHONG GU ZHU HAI	2,518	2018	No	Zhonggu Shipping	COSCO (Coheung)	na	na	Mar-22
KIMOLOS TRADER	2,190	2014	Yes	Lomar Corp.	HMM	na	na	Mar-22
AISOPOS II	2,034	2016	No	Capital Ship Management	Bengal Tiger Line	na	na	Mar-22
KAPITAN MASLOV	1,746	1998	No	FESCO	Far Shipping	na	na	Mar-22
AS SUSANNA	1,713	2010	Yes	MPC Group	ONE	39,999	36m	Mar-22
RS LISA	822	2003	No	Myklebusthaug	Maersk	22,000	24m	Mar-22
MTT SINGAPORE	653	1996	No	MTT Shipping	X-Press Feeders	na	na	Mar-22
BLUE NINE	618	2009	Yes	SeaQuest Shipmgmt	CMA CGM	19,000	12m	Mar-22

New ownership changes

Name	TEU	Gear	Built	Yard	Delivery	Price	Sellers	Buyers
ALDEBARAN	2,785	Yes	2008	Stocznia Szczecinska	Mar-22		Horst Zeppenfeld	MSC
ALS JUNO	4,256	No	2009	Yangzijiang	Mar-22		Asiatic Lloyd	Zim
ATLANTIC FLOSTA	2,474	Yes	2002	Volkswerft	Mar-22		AM Nomikos	MSC
BOMAR RESILIENT	2,602	Yes	2002	STX Shipyard	Mar-22		Borealis Maritime	MSC
COSMOS	2,572	Yes	2006	STX Shipyard	Sep-21		Tufton Oceanic Assets	CMA CGM
GH ZONDA	3,534	No	2008	Shanghai Chengxi	Mar-22		Celsius Shipping	MSC
ITAL LIBERA	5,090	No	2007	Hanjin H.I.	Mar-22		Niki Group	CMA CGM
OOCL OAKLAND	5,888	No	2007	Imabari	Mar-22		Tokei Kaiun	OOCL
KOTA GAYA	2,754	No	2012	Hyundai Mipo	Mar-22		Minsheng Fin. Leasing	PIL
KOTA KARIM	3,075	No	2006	Shin Kurushima	Mar-22		Minsheng Fin. Leasing	PIL
BRIGHT HORIZON	1,842	Yes	2002	Dalian Shipyard	Mar-22		Vineta Schiffahrts.	MSC
NORDAMSTEL	1,774	No	2019	Yangzijiang	Mar-22		Reederei Nord	Maersk
REINHARD SCHEPERS	1,019	No	2004	Volharding	Mar-22		Arne Schepers	Sea Consortium
ALS CERES	4,380	No	2010	Daewoo (DSME)	Mar-22		Asiatic Lloyd	Zim

Ships delivered in last 30 days

Name	TEU	DWT	Yard Built	Delivered	Owner	Operator
SITC JIADE	1,800	24,537	Jiangsu Yangzijiang	18/3/2022	SITC	SITC
CMA CGM SYMI	15,264	158,999	Hyundai Samho	11/3/2022	Eastern Pacific Shg	CMA CGM
EVER FULL	11,888	130,573	Imabari	10/3/2022	Shoei Kisen	Evergreen
EVER ARM	23,992	241,960	Samsung	10/3/2022	Evergreen Group	Evergreen
EVER FAVOR	11,888	130,573	Imabari	1/3/2022	Shoei Kisen	Evergreen
CMA CGM ADONIS	15,536	155,802	Jiangnan Changxing	28/2/2022	ICBC Leasing	CMA CGM

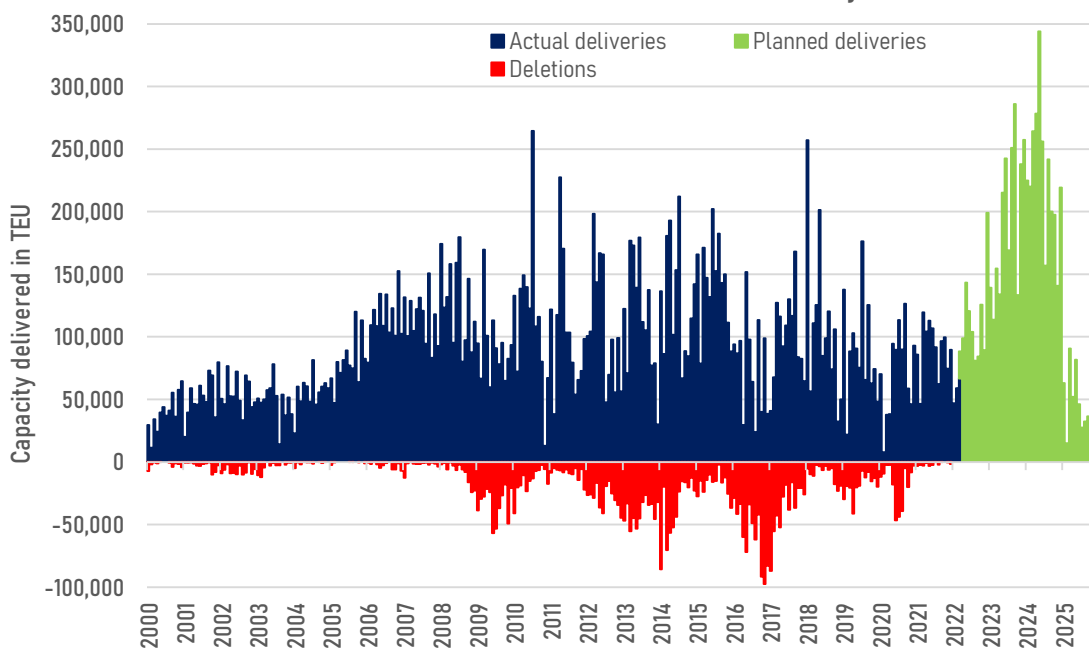
Ships deleted in last 30 days

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
Wan Hai	13,100	5	Samsung H.I.	25/3/2022	2024	131.8	
Asean Seas Line	1,800	2	Huanghai	25/3/2022	2024	32.6	
Euroseas	1,800	3	Hyundai Mipo	18/3/2022	2023	34.6	
Eastern Pacific Shg	1,800	2	Hyundai Mipo	18/3/2022	2023	34.6	
COSCO Shipping Development	700	2	COSCO Yangzhou	18/3/2022	2023	9.2	Battery
Evergreen	24,004	3	Jiangnan Changxing	15/3/2022	2025	175	
MTT Shipping	1,800	2	Jinglu Penglai	14/3/2022	2024	27	
Danaos	7,165	2	Dalian Shipbuilding	11/3/2022	2024	NA	
CMA CGM	7,300	4	Samsung	10/3/2022	2024	123.3	LNG
Sinokor	2,800	4	Hyundai Mipo	10/3/2022	2023/24	45.6	
Asiatic Lloyd	7,165	2	Dalian Shipbuilding	8/3/2022	2024	NA	
PIL	14,400	4	Jiangnan	4/3/2022	2024/25	160	LNG
Eastern Pacific Shg & XT Shg	2,954	6	Fujian Mawei	3/3/2022	2023	NA	
Nordic Hamburg	1,380	1	Jinglu Penglai	1/3/2022	2023	NA	
Starocean Marine	2,500	2	Zhoushan Changhong	1/3/2022	2024	NA	
Celsius Shipping	3,000	2	Penglai Zhongbai	28/2/2022	2023	NA	Methanol

New Deliveries and Deletions by Month 2000-2025



No new ship deliveries were recorded last week.

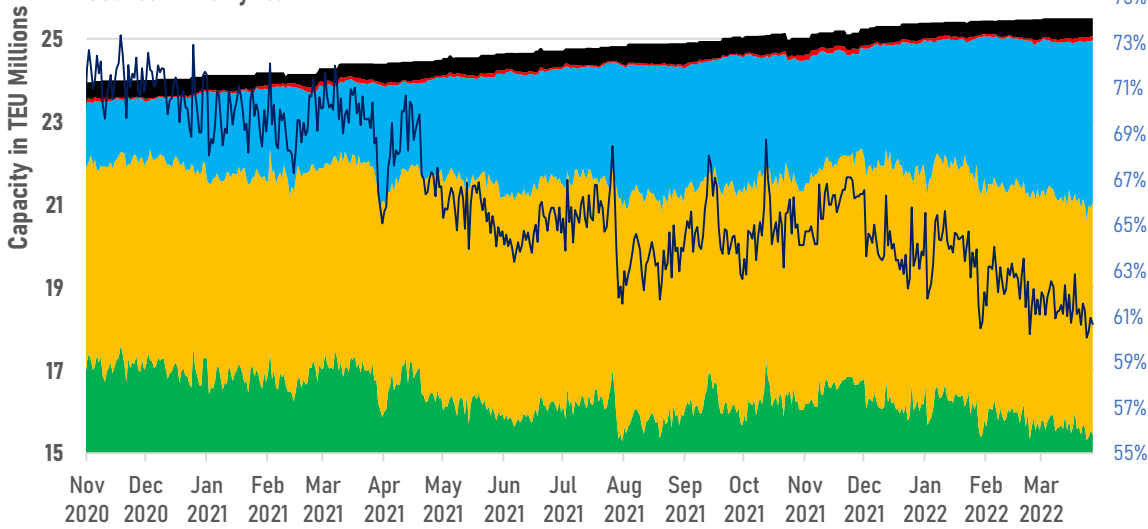
The 1,727 teu MATSONIA (built 1973) arrived in Texas on 3 March for scrapping but the ship was already deleted from our fleet list since December last year when she left her final lay-up spot in Oakland.

Another active week for new ship orders as details were revealed for several orders made earlier in the month as well as confirmation from Wan Hai for a fresh order for 5 units of 13,100 teu at Samsung. This brings the total number of sister ships for Wan Hai to 13 units, including 4 ships that were resold by Capital Ship Management.

Fleet Status

Active In Port At anchor Idle Drydock % Active

Source : Linerlytica

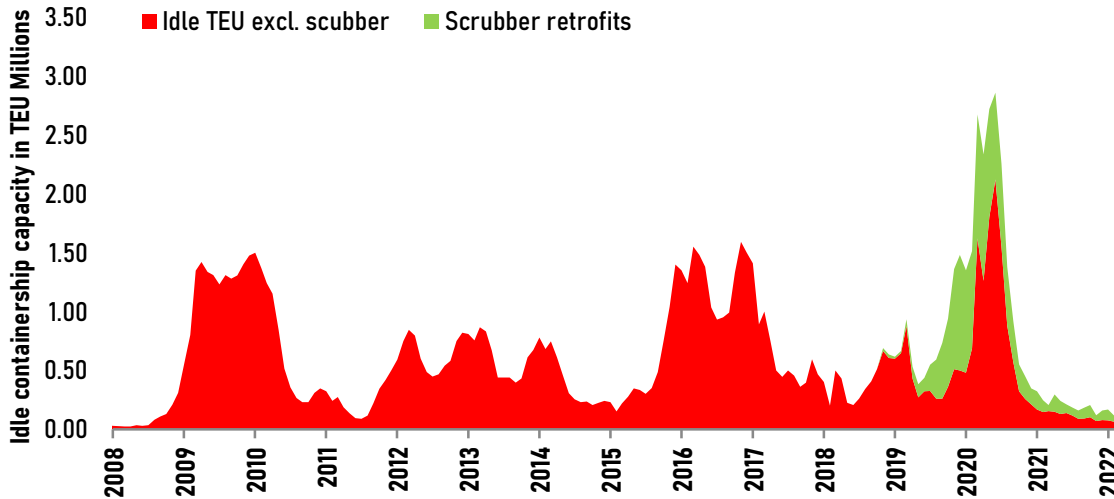


The total active fleet has continued to fall due to rising port congestion and longer port stays, as the % of the fleet that is currently active has fallen to just 60% last week, the lowest level ever recorded.

Port congestion has taken out over 3.5m teu of vessel capacity from the global fleet and it currently exceeds the amount of idled capacity that were removed from the market during the last container market recessions in 2009, 2016 and early 2020.

Idle Fleet Tracker : 2008 to 2022

Idle TEU excl. scrubber Scrubber retrofits



The idle fleet declined slightly to 50,481 teu with 24 ships currently idle.

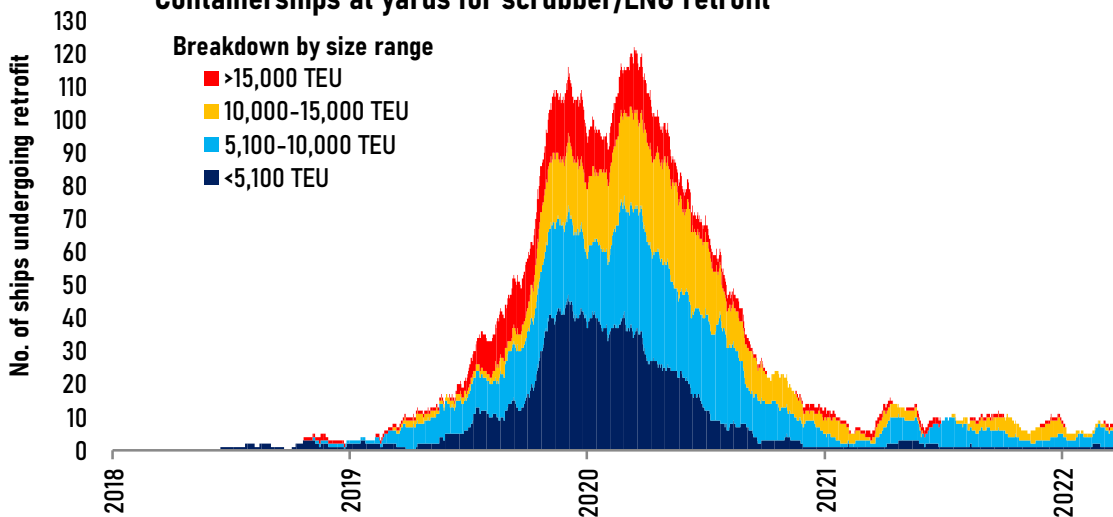
The idle Iranian flagged and the disabled fleet was reduced by the discharge of the ARZIN from drydock at a Chinese yard last week and is now back in service with IRISL.

8 ships are idle or waiting for phase-in for a total capacity of 15,900 teu.

Containerships at yards for scrubber/LNG retrofit

Breakdown by size range

>15,000 TEU
10,000-15,000 TEU
5,100-10,000 TEU
<5,100 TEU

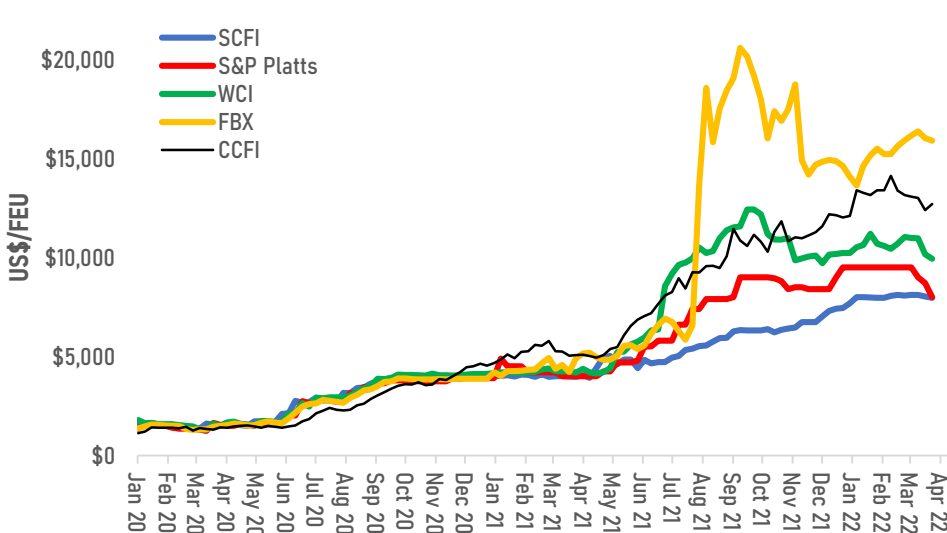


The pace of scrubber retrofits have picked up over the past month with greater urgency as fuel oil prices have risen significantly.

There are currently 8 ships that are undergoing retrofits, of which 5 are MSC controlled ships.

Shanghai Container Freight Index	Change vs									
	25-Mar-22	1 week		1 month		3 months		1 year		
	18-Mar-22	%	25-Feb-22	%	24-Dec-21	%	26-Mar-21	%		
SCFI	4,434	4,540	-2.3%	4,818	-8.0%	4,956	-10.5%	2,571	72.5%	
Shanghai export freight rates (in US\$/TEU except to USEC/USWC in US\$/FEU) to:-										
Europe (Base port)	6,593	6,797	-3.0%	7,519	-12.3%	7,671	-14.0%	3,742	76.2%	
Mediterranean (Base port)	6,921	7,035	-1.6%	7,339	-5.7%	7,420	-6.7%	3,900	77.5%	
USWC (Base port)	7,960	8,023	-0.8%	8,066	-1.3%	7,444	6.9%	3,971	100.4%	
USEC (Base port)	10,504	10,634	-1.2%	10,864	-3.3%	11,351	-7.5%	4,839	117.1%	
Persian Gulf (Dubai)	2,843	3,118	-8.8%	3,426	-17.0%	3,753	-24.3%	1,355	109.8%	
Australia (Melbourne)	3,815	3,955	-3.5%	4,379	-12.9%	4,544	-16.1%	1,877	103.2%	
West Africa (Lagos)	6,683	6,773	-1.3%	7,115	-6.1%	7,461	-10.4%	5,994	11.5%	
South Africa (Durban)	5,658	5,778	-2.1%	6,097	-7.2%	6,480	-12.7%	2,749	105.8%	
South America (Santos)	7,289	7,626	-4.4%	8,801	-17.2%	10,297	-29.2%	6,790	7.4%	
West Japan (Osaka/Kobe)	339	315	7.7%	319	6.2%	282	20.0%	253	34.0%	
East Japan (Tokyo/Yokohama)	329	309	6.4%	290	13.2%	271	21.4%	258	27.4%	
Southeast Asia (Singapore)	1,098	1,135	-3.3%	1,236	-11.2%	1,494	-26.5%	883	24.3%	
Korea (Busan)	374	353	6.1%	369	1.4%	386	-3.2%	311	20.3%	

China-US West Coast Freight Rate



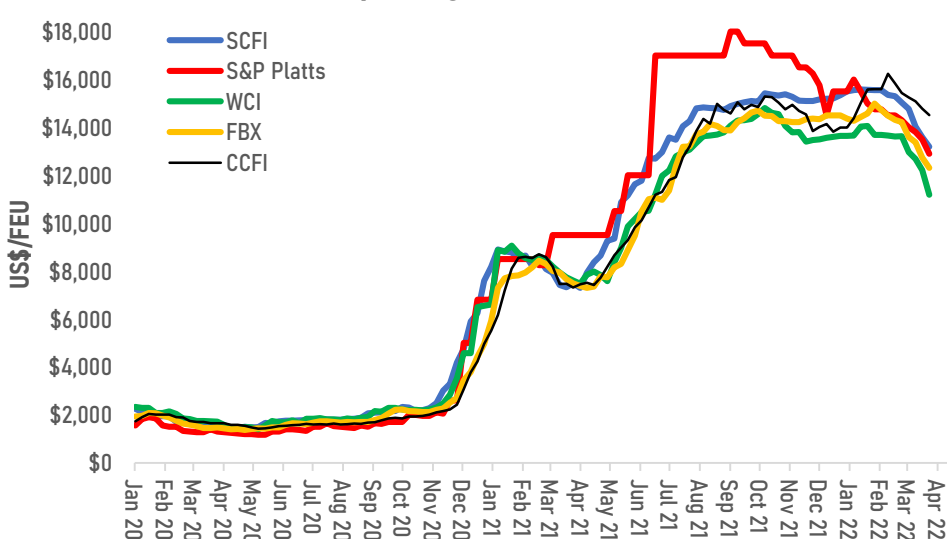
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500

Rates to the US West Coast continued to weaken, as demand remained very soft despite a reduction in sailings out of China last week due to schedules sliding.

Rates to the US East Coast also dropped last week but remained significantly stronger than the USWC with demand holding up due to continued concerns over potential ILWU labour strife later this year.

Further weakness is expected in the next 2 weeks with forward bookings remaining soft.

China-North Europe Freight Rate



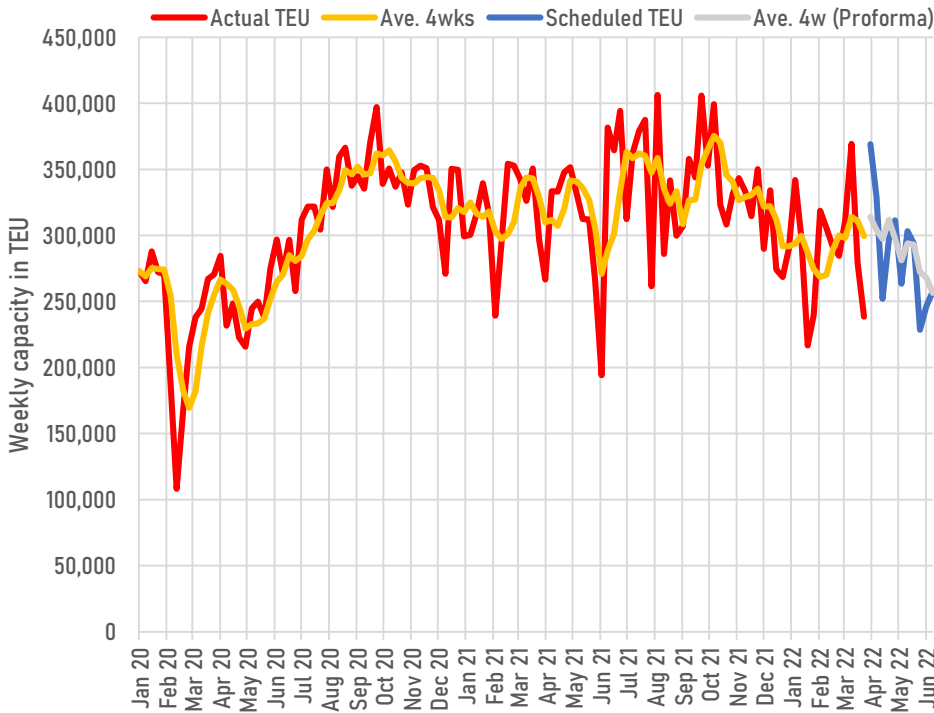
6,500
5,500
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500

Asia-Europe rates continued to drop last week and are now 15% off the January highs.

The weak demand will continue with Chinese exports to Europe continuing to trend lower on the back of poor consumer sentiment and lockdowns affecting factory production.

Although capacity to North Europe has continued to slide due to schedules slipping from port congestion induced delays, this has not been sufficient to support any rate increases.

Far East-West Coast North America capacity by week



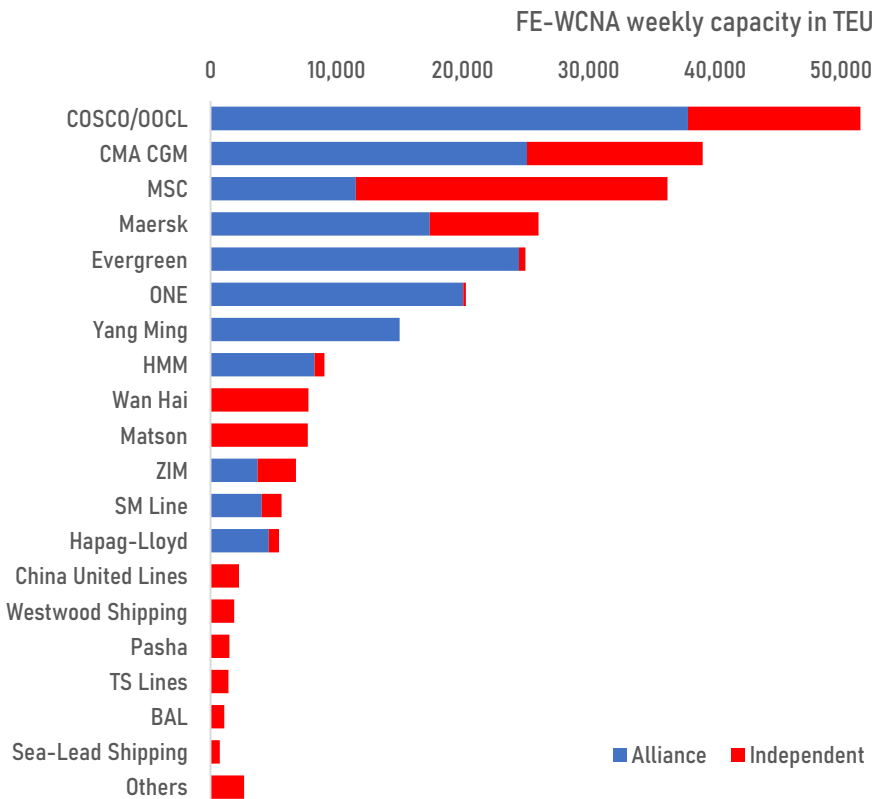
Capacity to the US West Coast dropped to a 2 month low of just 238,500 teu last week, with some 112,300 teu or 38% of planned sailings slipping into the following week.

Forward schedules will continue to trend lower in the coming weeks and will remain subject to slippage in schedules.

Average capacity over the last quarter is 16.1% lower compared to a year ago with 5 out of the top 6 carriers registering lower capacity on the West Coast. Amongst the larger carriers, only Maersk has increased capacity provision on this route over the past year.

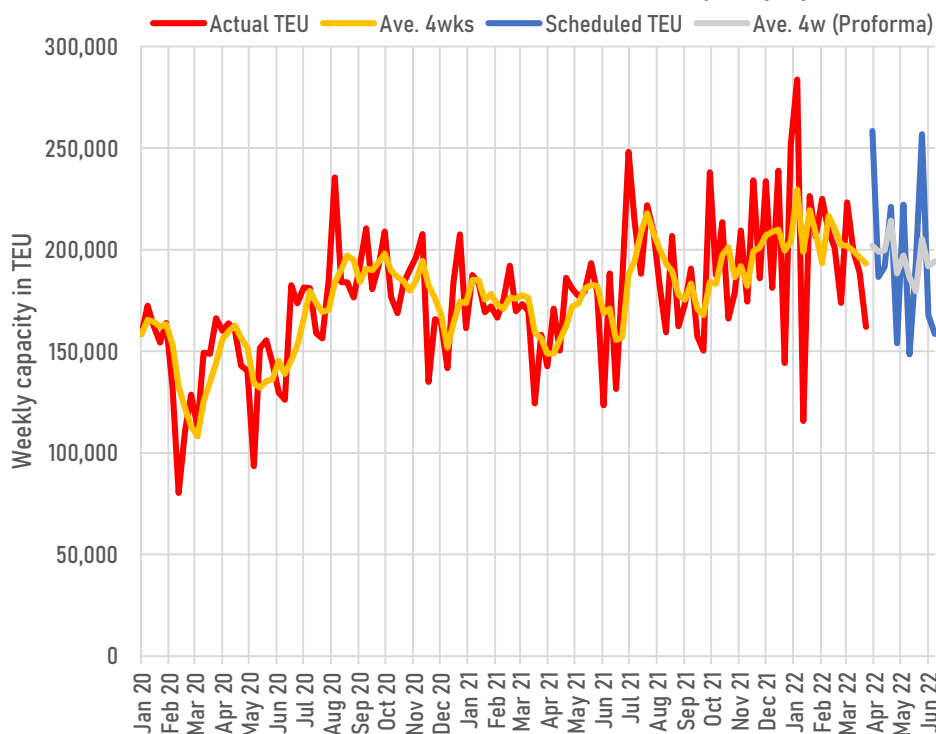
Far East-West Coast North America: Capacity Share by Carrier

Carrier	Weekly capacity (TEU)	Capacity share	Change YoY
COSCO/OOCL	51,520	19.3%	-14.9%
CMA CGM	39,025	14.6%	-6.3%
MSC	36,227	13.6%	-17.8%
Maersk	26,004	9.7%	20.8%
Evergreen	24,950	9.3%	-21.4%
ONE	20,238	7.6%	-41.3%
Yang Ming	14,997	5.6%	-1.2%
HMM	9,037	3.4%	-52.2%
Wan Hai	7,766	2.9%	0.2%
Matson	7,724	2.9%	9.9%
ZIM	6,781	2.5%	-34.7%
SM Line	5,635	2.1%	-30.0%
Hapag-Lloyd	5,432	2.0%	-61.6%
China United Lines	2,260	0.8%	
Westwood Shipping	1,870	0.7%	-18.0%
Pasha	1,513	0.6%	270.8%
TS Lines	1,427	0.5%	
BAL	1,103	0.4%	
Sea-Lead Shipping	731	0.3%	
Others	2,665	1.0%	
Total all carriers	266,906	100.0%	-16.1%



Weekly capacity is based on average of capacity deployed over the last 13 weeks
 Others include ad hoc sailings by Transfar, DKT Allseas, Vasi, X-Press Feeders, CIMC, Swire, CEVA, Jinjiang Shipping and others/
 Does not include capacity on non-cellular ships.

Far East-East Coast North America capacity by week



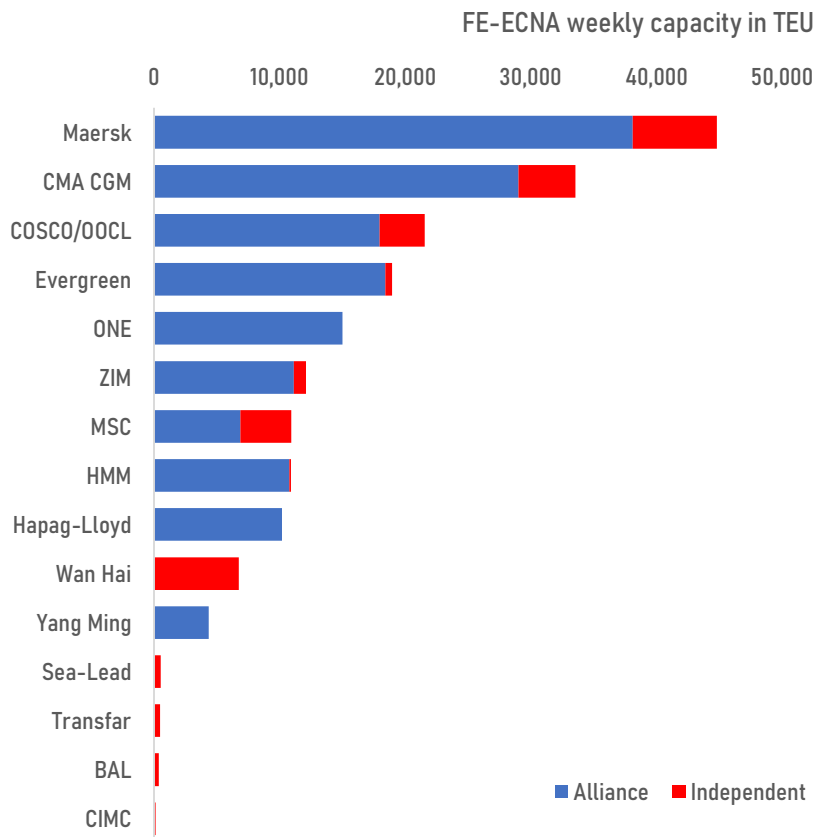
Capacity to the US East coast also slipped last week with 6 sailings sliding to the following week, removing 54,000 teu from the route. The slippage accounted for 25% of the scheduled sailing last week.

Despite the drop, average capacity over the last quarter is 12.4% higher compared to a year ago. Maersk has increased its capacity provision on the US East Coast by 10.1% over the last year and leads the rest of the carriers on this route in terms of total capacity share.

Although congestion on the US East Coast improved slightly last week, the respite is expected to be temporary with no material reduction in vessel departures over the last 2 months.

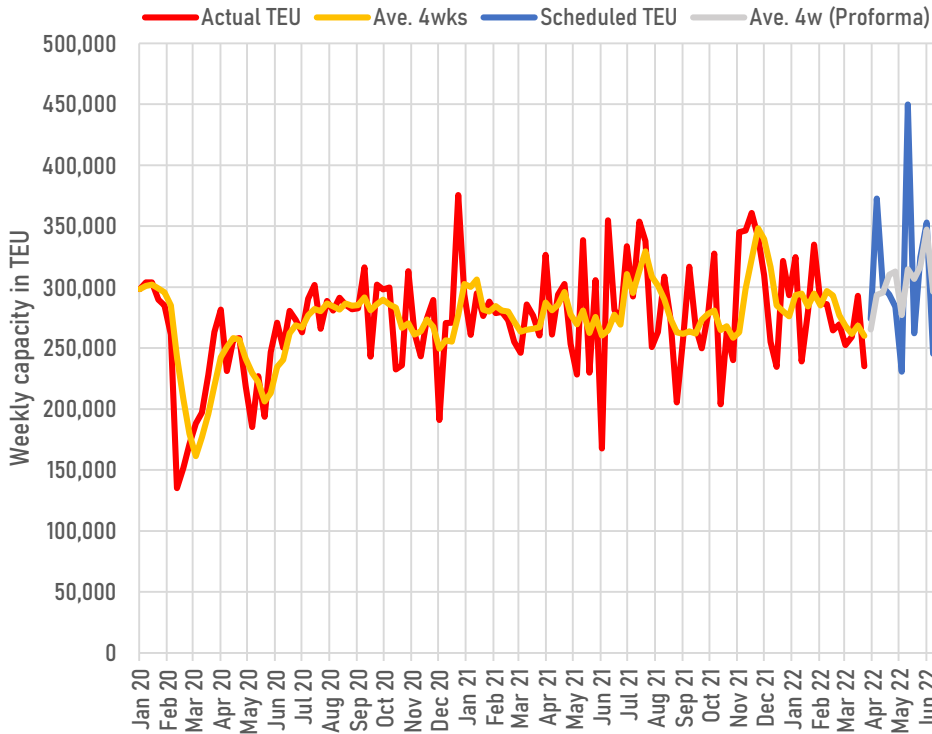
Far East-East Coast North America : Capacity Share by Carrier

Carrier	Weekly capacity (TEU)	Capacity share	Change YoY
Maersk	44,819	23.5%	10.1%
CMA CGM	33,547	17.6%	28.9%
COSCO/OOCL	21,542	11.3%	-3.9%
Evergreen	18,953	9.9%	-5.3%
ONE	14,992	7.9%	-16.7%
ZIM	12,108	6.4%	9.3%
MSC	10,932	5.7%	29.4%
HMM	10,914	5.7%	-1.7%
Hapag-Lloyd	10,192	5.3%	144.8%
Wan Hai	6,751	3.5%	
Yang Ming	4,352	2.3%	-43.1%
Sea-Lead	536	0.3%	
Transfar	474	0.2%	
BAL	376	0.2%	
CIMC	139	0.1%	
Total all carriers	190,628	100.0%	12.4%



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

Far East-North Europe capacity by week



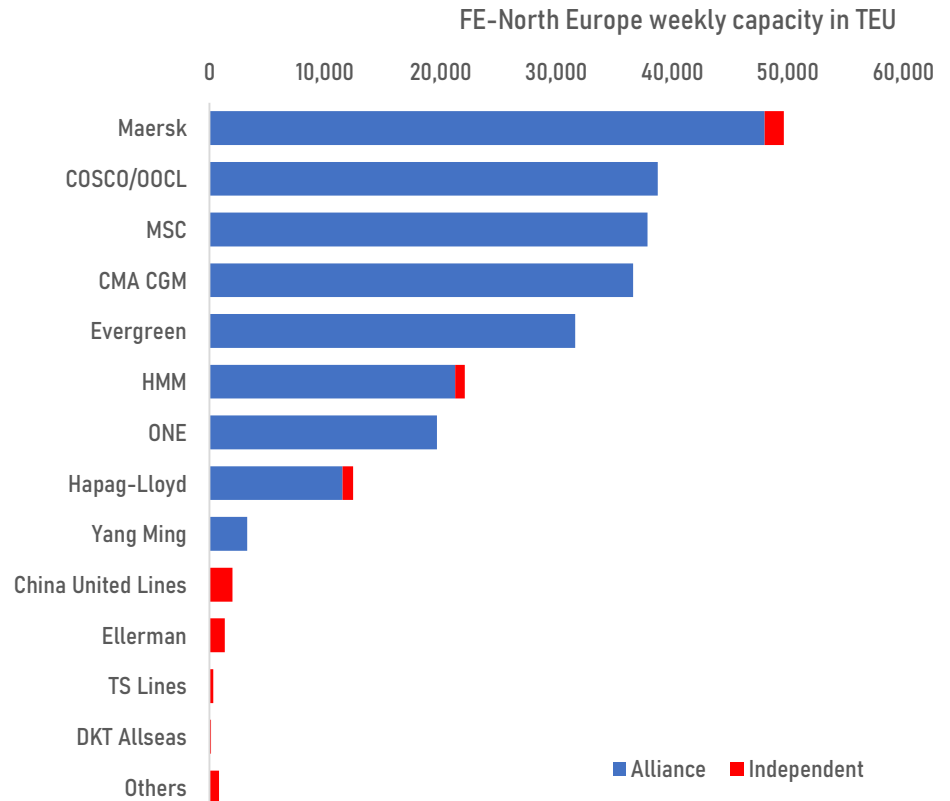
Capacity to North Europe slipped last week, with 6 sailings delayed to the following week and 108,800 teu or 32% of planned sailings slipped.

Average capacity has continued to trend lower and is 8.1% lower than a year ago. All of the capacity reduction was due to lost voyages as there were no service withdrawals over the past 12 months. The introduction of new capacity by Ellerman, CUL/TSL and Allseas were too small to make any material difference to overall capacity on this route.

Although forward schedules suggest that there will be additional capacity available in the coming 2 months, this will be subject to significant slippage with more than 10% of the capacity currently lost due to port delays.

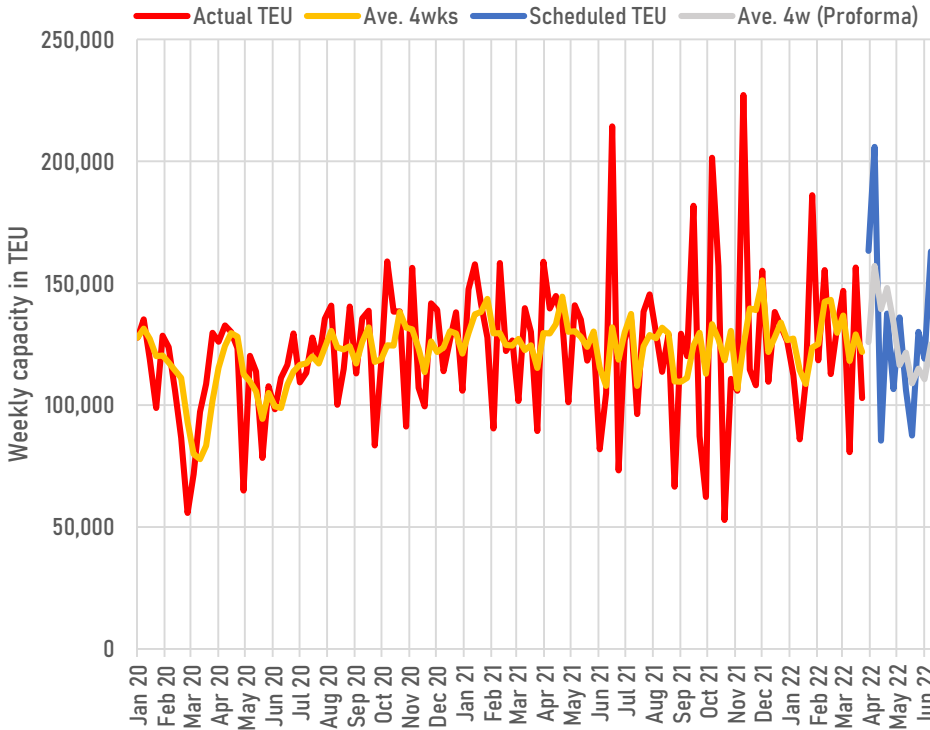
Far East-North Europe : Capacity Share by Carrier

Carrier	Weekly capacity (TEU)	Capacity share	Change YoY
Maersk	49,641	19.3%	-21.5%
COSCO/OOCL	38,754	15.1%	-24.2%
MSC	37,869	14.8%	17.4%
CMA CGM	36,617	14.3%	-5.5%
Evergreen	31,613	12.3%	-1.4%
HMM	22,073	8.6%	-6.4%
ONE	19,659	7.7%	12.8%
Hapag-Lloyd	12,410	4.8%	-25.0%
Yang Ming	3,260	1.3%	-0.3%
China United Lines	1,999	0.8%	861.8%
Ellerman	1,334	0.5%	
TS Lines	337	0.1%	
DKT Allseas	144	0.1%	
Others	847	0.3%	19.1%
Total all carriers	256,558	100.0%	-8.1%



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

Far East-Mediterranean capacity by week

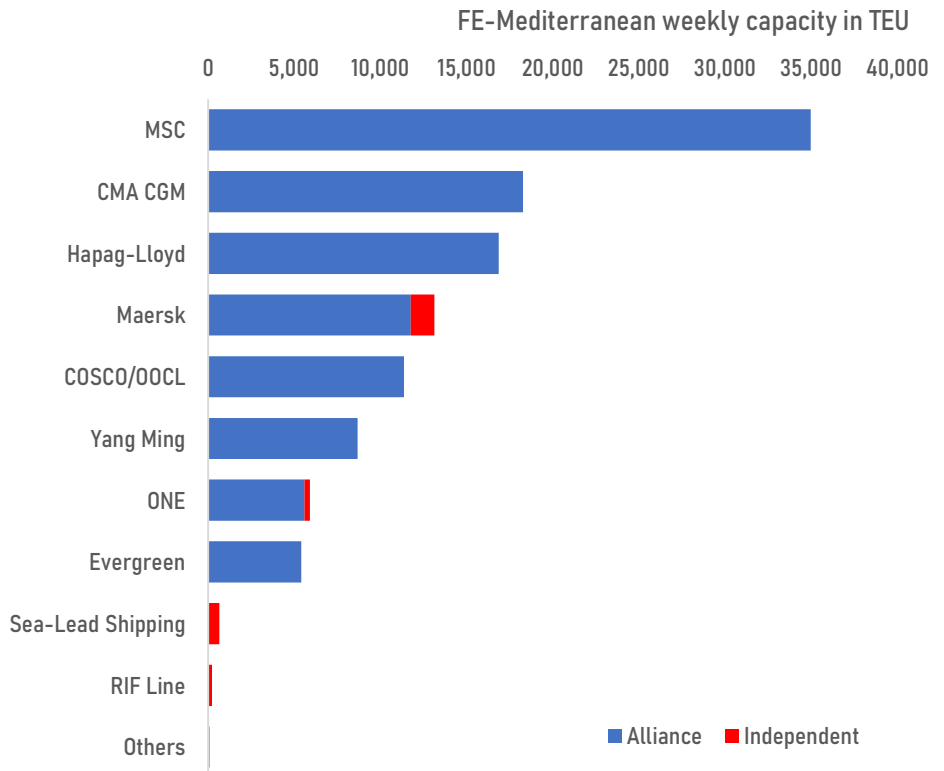


Capacity to the Mediterranean also dropped last week as 46% of the scheduled sailings failed to depart as planned. Capacity slippage will increase in the next 2 months as West Med port congestion especially on services affected by delays caused by the Spanish trucker strikes.

Similar to the North European services, the services to the Med have also seen average capacity fall by some 8.4% compared to a year ago due mainly to lost voyages and slipped sailings.

Far East-Mediterranean : Capacity Share by Carrier

Carrier	Weekly capacity (TEU)	Capacity share	Change YoY
MSC	34,979	30.3%	-11.6%
CMA CGM	18,286	15.8%	7.8%
Hapag-Lloyd	16,863	14.6%	-17.0%
Maersk	13,128	11.4%	1.5%
COSCO/OOCL	11,362	9.8%	-29.2%
Yang Ming	8,684	7.5%	14.2%
ONE	5,914	5.1%	7.5%
Evergreen	5,406	4.7%	-21.0%
Sea-Lead Shipping	660	0.6%	
RIF Line	231	0.2%	
Others	74	0.1%	-82.6%
Total all carriers	115,587	100.0%	-8.4%



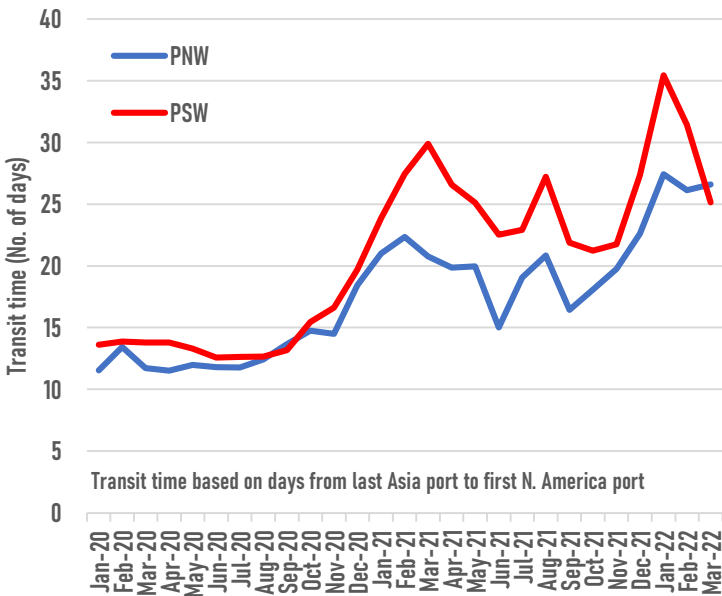
Weekly capacity is based on average of capacity deployed over the last 13 weeks
Others include HMM, Zim and X-Press Feeders.

Overall service levels continued to deteriorate with transit times continue to trend upwards across all main tradelanes, with only the PSW gateways showing improvements. The receding vessel queues in Los Angeles helped to bring down the PSW transit times from a peak of 35 days om January to 25 days currently. However, even with the recent improvements, average transit times remain close to twice as long as the pre-Covid average of 13 days. There was also no improvements on the PNW gateways with Vancouver waiting times deteriorating further to 37 days (compared to a pre-Covid average of just 12 days).

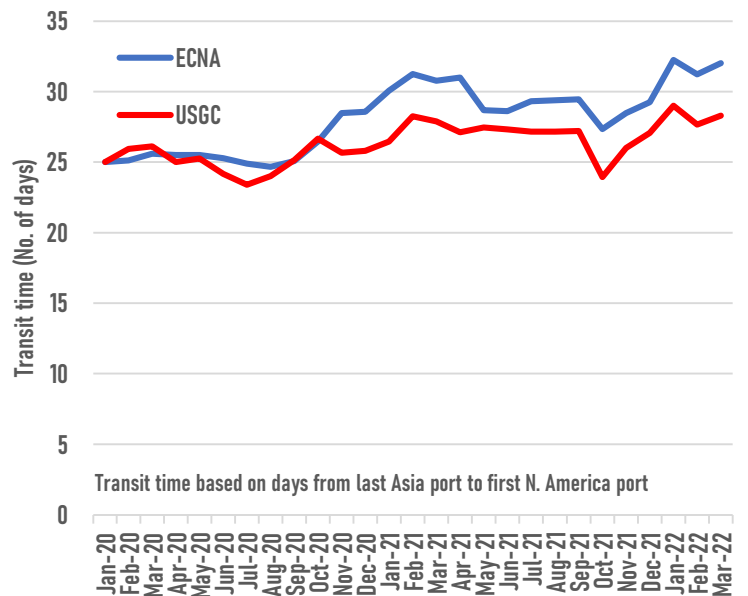
There was further deterioration in service levels to the North America East Coast and Gulf Coast with worsening transit times to Charleston, New York, Norfolk and Houston.

Congestion in North European hub ports continued to deteriorate with all north Continent gateways recording longer waiting times, while UK ports improved marginally. There was also clear deterioration on the West Med gateways with longer waiting times especially to Spain due to the truckers strike.

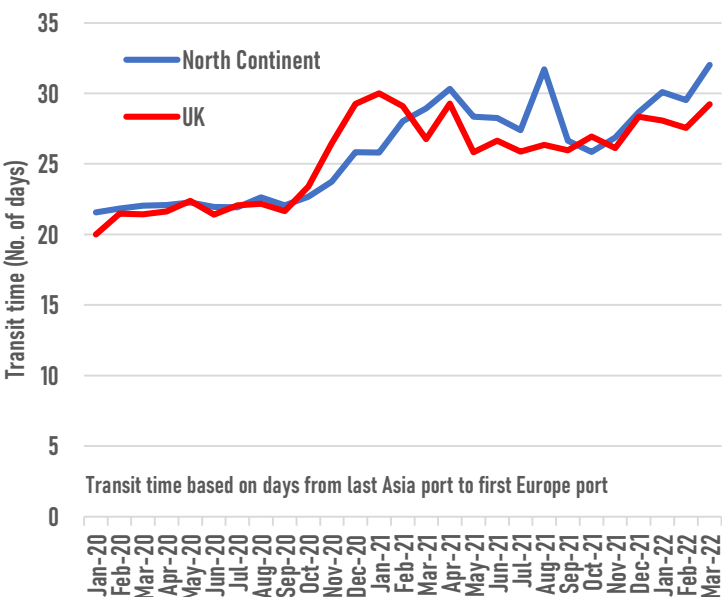
Average transit times : Far East to West Coast North America



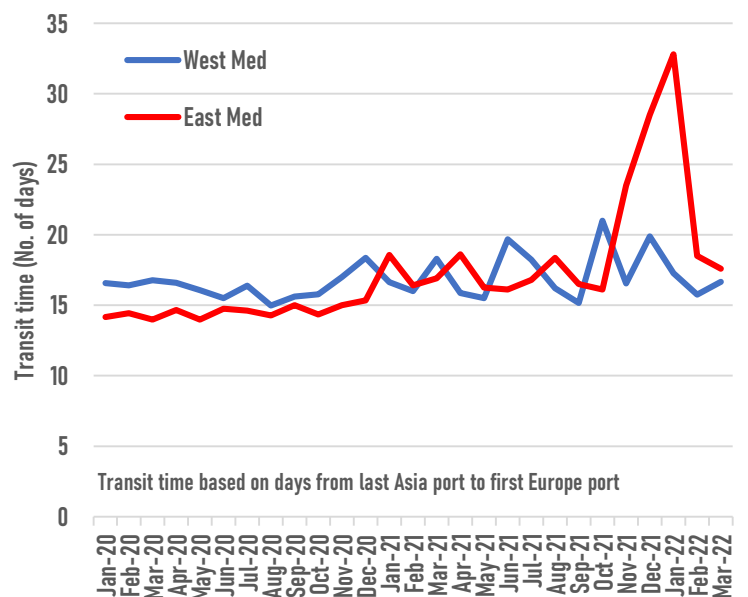
Average transit times : Far East to East Coast North America



Average transit times : Far East to North Europe

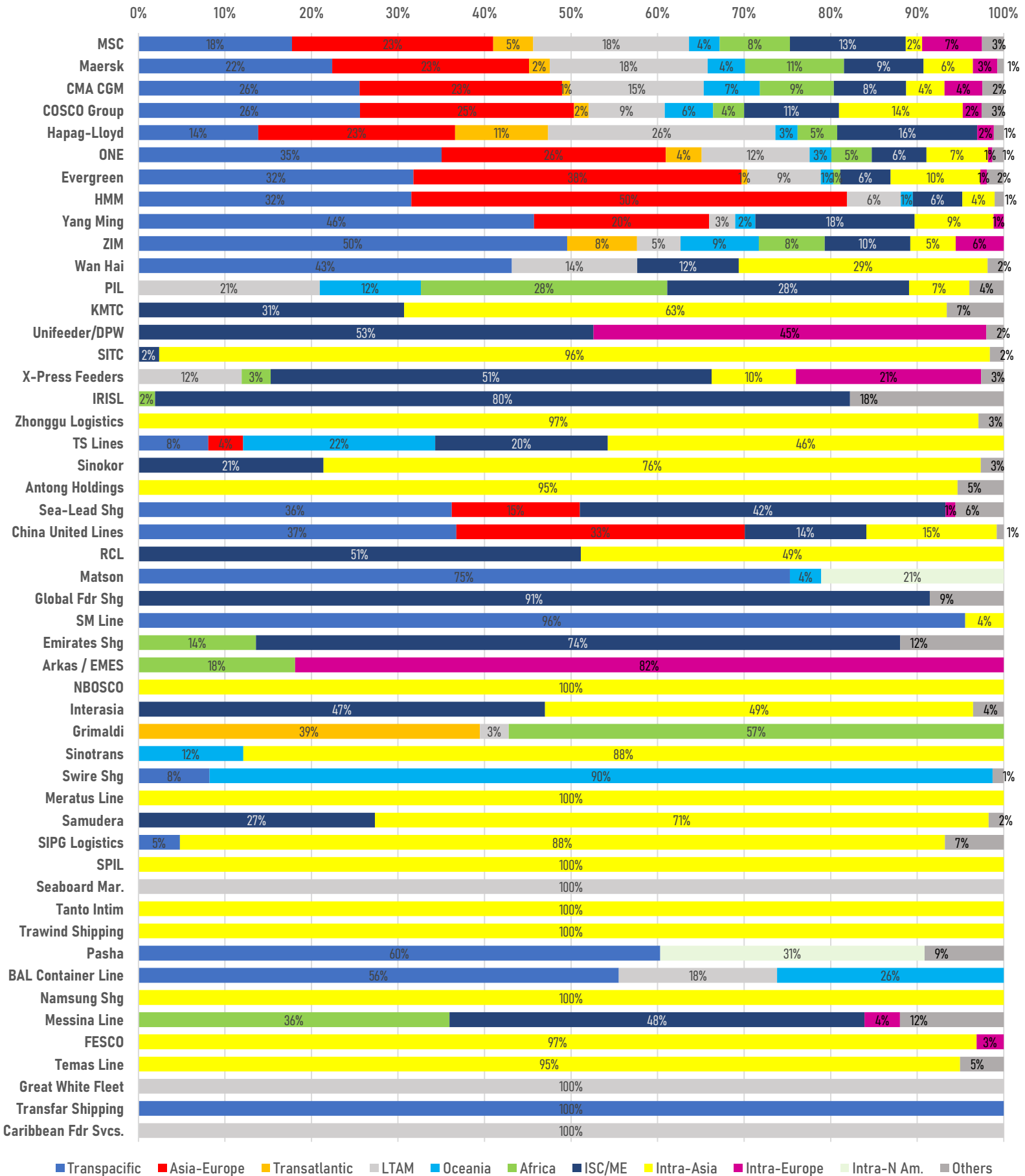


Average transit times : Far East to Mediterranean

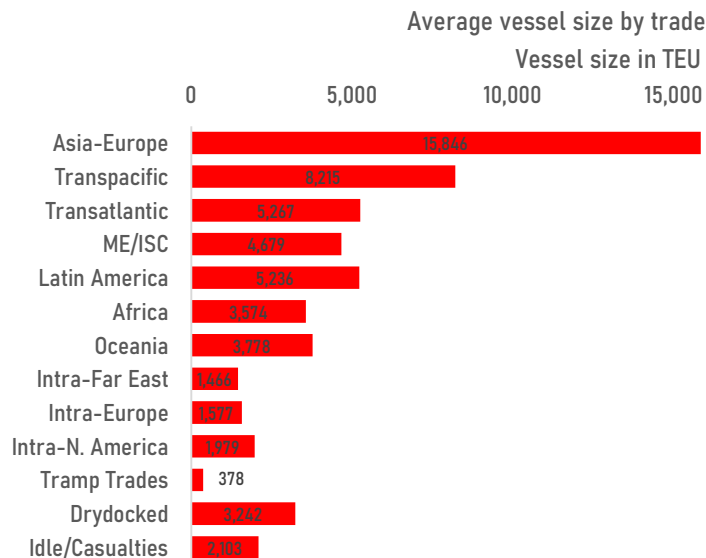
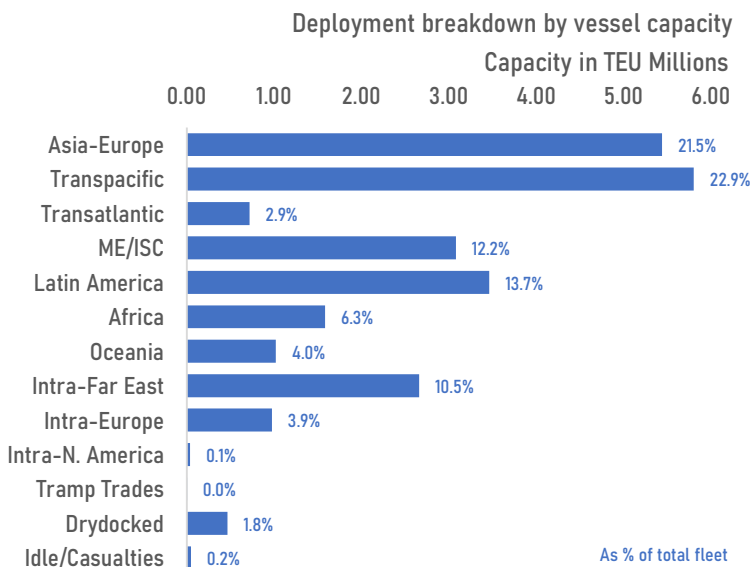
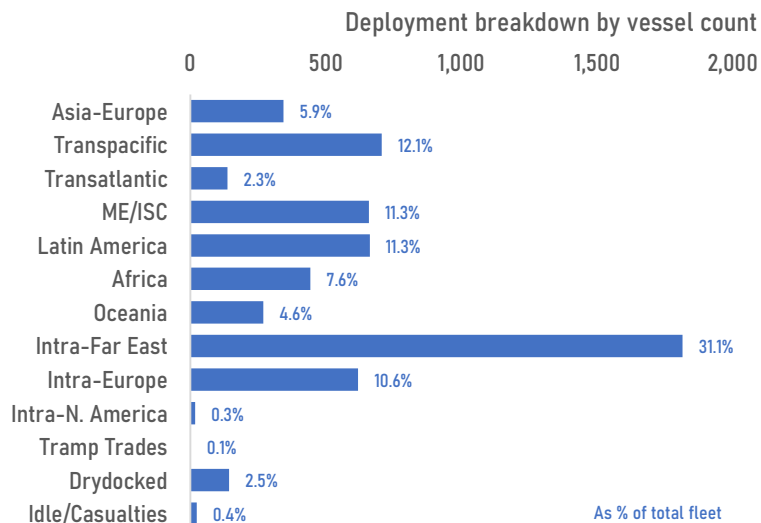


Rank	Company	Current Fleet						Orderbook			Current share of global liner fleet	
		No. of ships	Fleet TEU	Owned/FL ships	Owned/FL Fleet TEU	Chartered ships	Chartered Fleet TEU	% chartered (TEU)	No. of ships on order	Orderbook TEU		Orderbook %
1	MSC	660	4,316,974	386	2,673,671	274	1,643,303	38%	90	1,435,956	33%	17.0%
2	Maersk	737	4,271,645	366	2,727,144	371	1,544,501	36%	37	341,548	8%	16.8%
3	CMA CGM	579	3,285,746	236	1,959,237	343	1,326,509	40%	62	528,666	16%	12.9%
4	COSCO Group	485	2,920,462	246	2,139,087	239	781,375	27%	32	585,272	20%	11.5%
5	Hapag-Lloyd	247	1,741,716	114	1,061,580	133	680,136	39%	22	413,272	24%	6.8%
6	ONE	207	1,517,590	107	927,144	100	590,446	39%	36	482,229	32%	6.0%
7	Evergreen	200	1,513,460	154	1,184,923	46	328,537	22%	66	629,180	42%	5.9%
8	HMM	78	824,132	48	615,458	30	208,674	25%	12	156,000	19%	3.2%
9	Yang Ming	91	662,963	59	313,716	32	349,247	53%	5	58,570	9%	2.6%
10	ZIM	123	465,229	8	26,856	115	438,373	94%	44	374,720	81%	1.8%
11	Wan Hai	144	406,741	90	260,199	54	146,542	36%	47	320,430	79%	1.6%
12	PIL	88	282,481	83	253,440	5	29,041	10%	4	57,600	20%	1.1%
13	KMTC	69	157,579	35	90,941	34	66,638	42%	0	0	0%	0.6%
14	Unifeeder/DPW	103	152,766	2	3,292	101	149,474	98%	0	0	0%	0.6%
15	SITC	101	150,240	77	118,463	24	31,777	21%	31	55,696	37%	0.6%
16	X-Press Feeders	91	144,967	37	69,935	54	75,032	52%	25	108,860	75%	0.6%
17	IRISL	31	142,470	27	84,438	4	58,032	41%	0	0	0%	0.6%
18	Zhonggu Logistics	91	110,172	26	54,663	65	55,509	50%	20	87,940	80%	0.4%
19	TS Lines	54	109,109	26	65,839	28	43,270	40%	26	80,768	74%	0.4%
20	Sinokor	71	102,728	55	82,865	16	19,863	19%	30	94,816	92%	0.4%
21	Antong Holdings	72	87,612	44	67,335	28	20,277	23%	0	0	0%	0.3%
22	Sea-Lead Shg	24	87,522	1	6,882	23	80,640	92%	0	0	0%	0.3%
23	China United Lines	31	77,937	2	1,967	29	75,970	97%	10	31,920	41%	0.3%
24	RCL	41	73,446	37	60,652	4	12,794	17%	2	14,000	19%	0.3%
25	Matson	26	69,214	17	41,750	9	27,464	40%	0	0	0%	0.3%
26	Global Fdr Shg	21	65,092	16	47,701	5	17,391	27%	0	0	0%	0.3%
27	SM Line	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	32	53,010	31	50,518	1	2,492	5%	0	0	0%	0.2%
30	NBOSCO	61	52,904	22	28,770	39	24,134	46%	9	18,850	36%	0.2%
31	Interasia	21	48,290	9	19,182	12	29,108	60%	0	0	0%	0.2%
32	Grimaldi	34	48,250	34	48,250	0	0	0%	6	12,000	25%	0.2%
33	Sinotrans	40	47,995	23	26,282	17	21,713	45%	6	11,800	25%	0.2%
34	Swire Shg	30	47,811	27	44,248	3	3,563	7%	0	0	0%	0.2%
35	Meratus Line	55	37,835	55	37,835	0	0	0%	2	3,600	10%	0.1%
36	Samudera	30	36,257	6	5,099	24	31,158	86%	4	7,208	20%	0.1%
37	SIPG Logistics	44	35,777	36	25,768	8	10,009	28%	4	7,472	21%	0.1%
38	SFIL	55	35,753	55	35,753	0	0	0%	0	0	0%	0.1%
39	Seaboard Mar.	22	34,506	6	9,327	16	25,179	73%	3	10,500	30%	0.1%
40	Tanto Intim	53	34,216	53	34,216	0	0	0%	0	0	0%	0.1%
41	Trawind Shipping	18	32,291	10	21,641	8	10,650	33%	0	0	0%	0.1%
42	Pasha	12	29,016	6	11,520	6	17,496	60%	2	5,050	17%	0.1%
43	BAL Container Line	7	26,624	1	1,618	6	25,006	94%	0	0	0%	0.1%
44	Namsung Shg	23	26,254	21	24,838	2	1,416	5%	6	11,462	44%	0.1%
45	Messina Line	10	24,360	4	11,680	6	12,680	52%	0	0	0%	0.1%
46	FESCO	17	22,652	12	13,944	5	8,708	38%	0	0	0%	0.1%
47	Temas Line	41	20,721	41	20,721	0	0	0%	0	0	0%	0.1%
48	Great White Fleet	9	20,352	4	9,238	5	11,114	55%	0	0	0%	0.1%
49	Transfar Shipping	6	17,897	0	0	6	17,897	100%	0	0	0%	0.1%
50	Caribbean Fdr Svcs.	13	16,304	0	0	13	16,304	100%	0	0	0%	0.1%

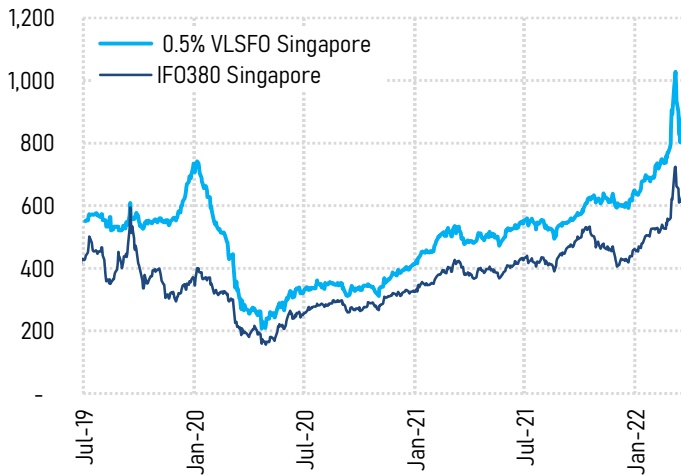
Top 50 Carriers : Capacity Deployment Profile by Trade



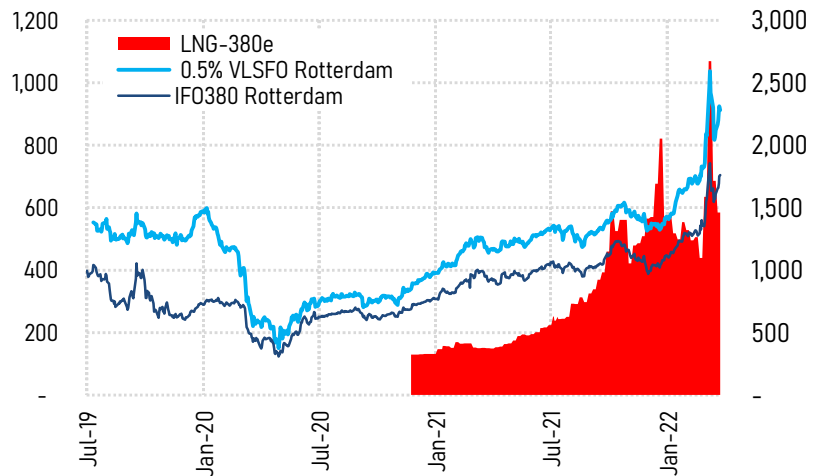
	Ships	TEU	Average TEU
Asia-Europe	344	5,443,009	15,846
Far East-Med	117	1,608,029	13,744
Far East-North Europe	227	3,834,980	16,931
Transpacific	707	5,803,974	8,215
Far East-East Coast North America	293	2,662,243	9,086
Far East-West Coast North America	414	3,141,731	7,598
Transatlantic	137	721,574	5,267
Med-North America	71	371,379	5,231
North Europe-North America	66	350,195	5,306
Middle East/Indian Subcontinent	659	3,083,564	4,679
North America-ME/ISC	65	479,736	7,381
Europe-ME/ISC	100	720,038	7,200
Far East-Middle East	104	757,534	7,284
Far East-Indian Subcontinent	151	679,134	4,498
Far East-Bengal	71	123,386	1,738
ISC-Bengal	17	26,470	1,557
Intra-ISC	31	57,681	1,861
Intra-ME	85	148,539	1,748
ME-ISC	35	91,046	2,601
Latin America	662	3,465,999	5,236
Far East-Latin America	192	1,654,648	8,618
North America-Latin America	185	465,046	2,514
Europe-Latin America	167	1,079,330	6,463
Intra-Latin America	118	266,975	2,263
Africa	443	1,583,133	3,574
Far East-Africa	159	780,172	4,907
Europe-Africa	156	502,950	3,224
Americas-Africa	21	47,511	2,262
Africa-ME/ISC	64	191,086	2,986
Intra-Africa	43	61,414	1,428
Oceania	270	1,020,178	3,778
Europe-ANZ	27	161,945	5,998
Far East-ANZ	155	689,240	4,447
Far East-South Pacific	32	44,820	1,401
North America-Oceania	24	87,862	3,661
Intra Oceania	32	36,311	1,135
Intra-Far East	1,815	2,661,433	1,466
North Asia-Southeast Asia	618	1,375,510	2,226
Intra-North Asia	308	331,826	1,077
Intra-Southeast Asia	171	248,623	1,454
Russia Far East	40	49,587	1,240
Domestic - Japan	43	8,939	208
Domestic - China	374	493,260	1,319
Domestic - Philippines	31	15,492	500
Domestic - Vietnam	20	13,532	677
Domestic - Malaysia	16	11,363	710
Domestic - Indonesia	194	113,301	584
Intra-Europe	619	975,894	1,577
Intra-Iberia	48	47,833	997
Intra-Med	270	385,669	1,428
Intra-North Europe	246	285,639	1,161
North Europe-Med	55	256,753	4,668
Intra-North America	19	37,593	1,979
Jones Act	16	35,030	2,189
Canada	3	2,563	854
Tramp Trades	3	1,133	378
Drydocked	144	466,851	3,242
Idle/Casualties	24	50,481	2,103
Total All Containerships	5,845	25,314,815	4,331



Singapore Bunker Price : IF0380 vs VLSFO \$/ton

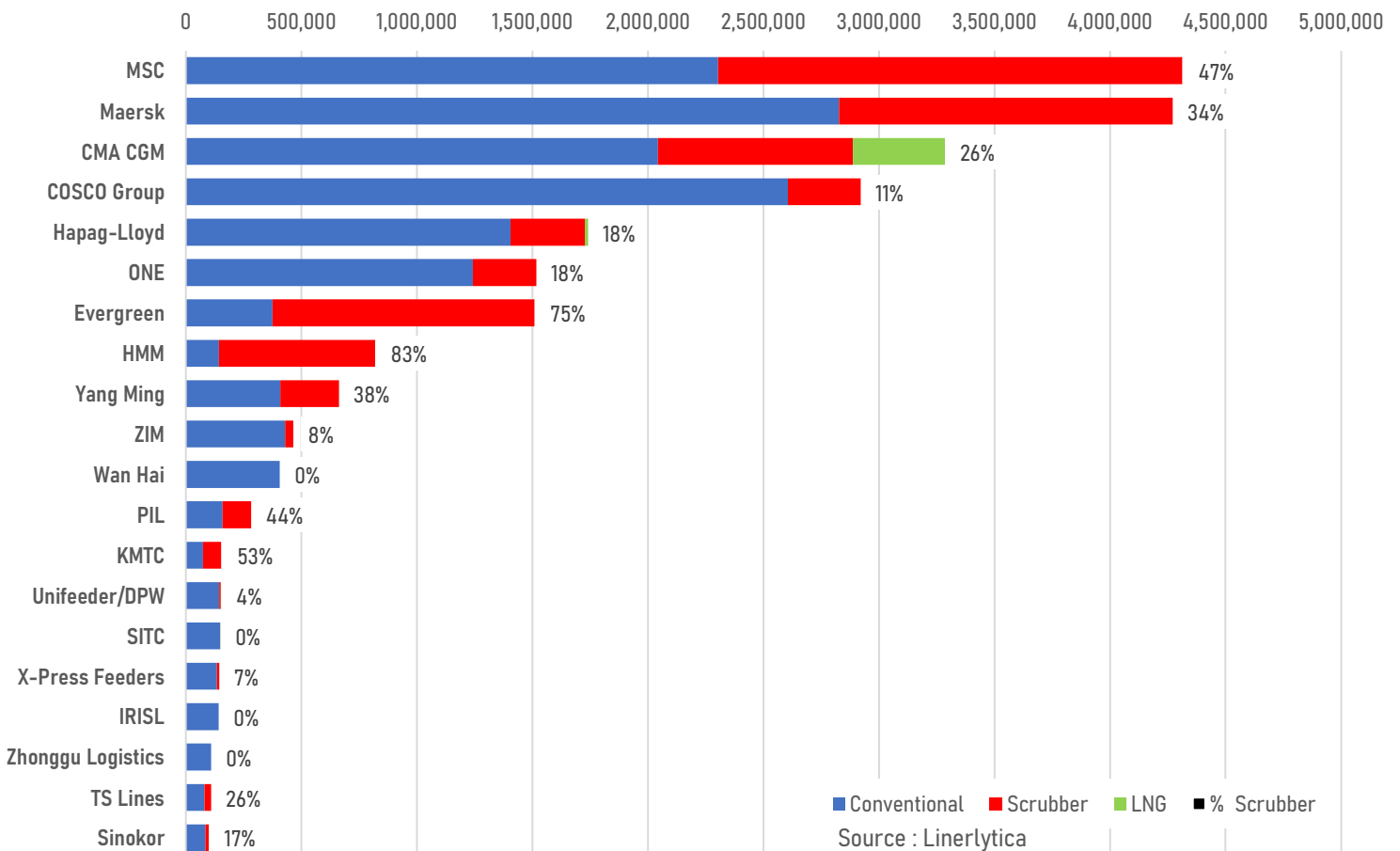


Rotterdam Bunker Price : IF0380 vs VLSFO \$/ton



Week 10 average	VLSFO \$/mt	IF0380 \$/mt	VLSFO-HSFO spread	LNG-380e \$/mt	VLSFO-LNG spread
Rotterdam	898.3	680.9	217.4	1,461	-563
<i>change vs last week</i>	6%	7%	3%	-15%	-35%
<i>change vs last year</i>	94%	84%	134%	292%	-728%
Singapore	901.7	675.6	226.1		
<i>change vs last week</i>	7%	9%			
<i>change vs last year</i>	86%	75%			

Fleet Breakdown by Fuel Type (capacity in TEU)



Zim splits ZMP

Zim has decided to split its **ZIM Med Pacific (ZMP)** pendulum service into 2 separate loops to avoid delays due to port congestion. The ZMP was originally scheduled to start on 1 April 2022 and will call at Busan, Vancouver, Busan, Qingdao, Ningbo, Shanghai, Dachan Bay, Port Klang, Haifa, Ambarli, Yarimca, Port Klang, Cai Mep, Dachan Bay, Yantian, Xiamen, Ningbo, Shanghai, Busan. It was to deploy 15 ships of 3,400 to 4,300 teu and replaces ZIM's current participation on the 2M services covering the 'TP-8/Orient' service to PNW and the AE-12/Phoenix and AE-15/Tiger services to the East Med.

The ZMP will now be separated, with the **ZIM North Pacific (ZNP)** that will serve Kaohsiung, Yantian, Ningbo, Shanghai, Pusan, Vancouver, Busan, Kaohsiung while the **ZIM Med Premium (ZMP)** will serve Busan, Qingdao, Ningbo, Shanghai, Dachan Bay, Port Klang, Haifa, Ashdod, Istanbul, Yarimca, Port Klang, Da Chan Bay, Xiamen, Busan.

The ZNP will deploy 6 ships of 4,250 to 4,730 teu starting from 4 April 2022 with the 4,380 teu ZIM ASIA. ZMP will deploy 9 ships of 3,400 to 4,300 teu and will start from 12 April 2022 with the 4,250 teu SPYROS V.

IAL/PIL/RCL to launch new China Vietnam India service

Interasia Lines, Pacific International Lines and Regional Container Lines will jointly launch a new China India service in April. The service is branded by the respective partners as the China-Saigon-India/China Vietnam India/RCL Far East Madras 2 (CSI/CVI/RFM2).

The service will call at Ningbo, Shanghai, Ho Chi Minh City, Singapore, Chennai, Visakhapatnam, Port Klang, Ho Chi Minh City, Ningbo using 4 ships of 1,7000-2,400 teu of which PIL will contribute 2 ships while IAL and RCL will provide 1 ship each.

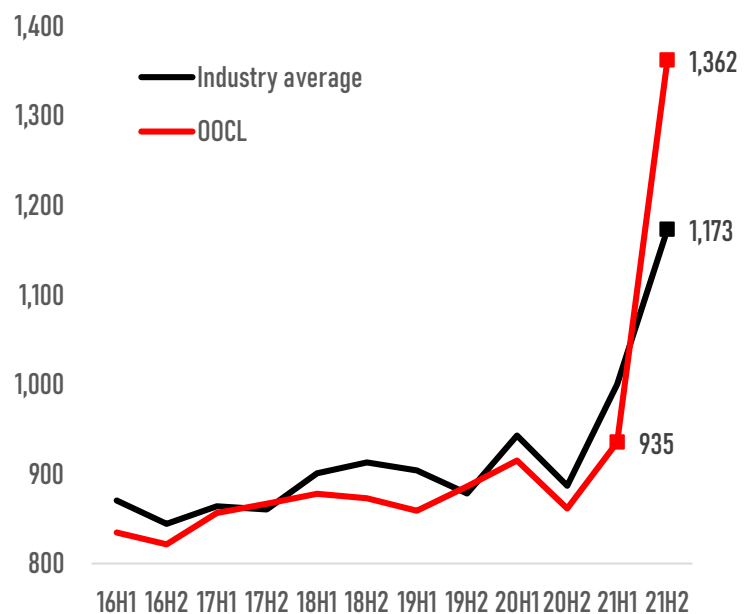
The CSI/CVI/RFM2 is scheduled to start on 22 April with the 2,190 ELEFTERIA EXPRESS and followed by the 1,802 teu KOTA NIPAH, 1,708 teu INTERASIA RESILIENCE and the 2,378 teu XUTRA BHUM

OOCL's 21H2 results disappoint

OOCL's second half net profit came out \$1bn or 20% below our estimates on much higher than expected operating expenses. Having been a more costs efficient operator for most of the past couple decades, OOCL reported much higher unit costs than the industry average for 21H2. COGS (Cost of Good Sold) for 21H2 came in at \$5.0bn compared to estimates of \$3.7bn. OOCL's unit costs increased by 46% HoH while the industry average increased by 17% HoH.

OOCL booked a \$300mn provision in 21H2 for its volume commitment to the Long Beach Container Terminals (LBCT), after having booked \$350mn in 2021. So, OOCL has booked \$650mn provision cumulatively for its 20 year volume commitment at LBCT, or 30% of its cash proceeds for the disposal of LBCT over 2 years ago. There were also \$60mn HoH increases in Right of Use depreciation, reflecting the higher charter rates and in line with expectation. However, these two items cannot stack up to the \$1.3bn deterioration in the COGS.

Unit Cost
(cost of goods sold in \$/TEU)



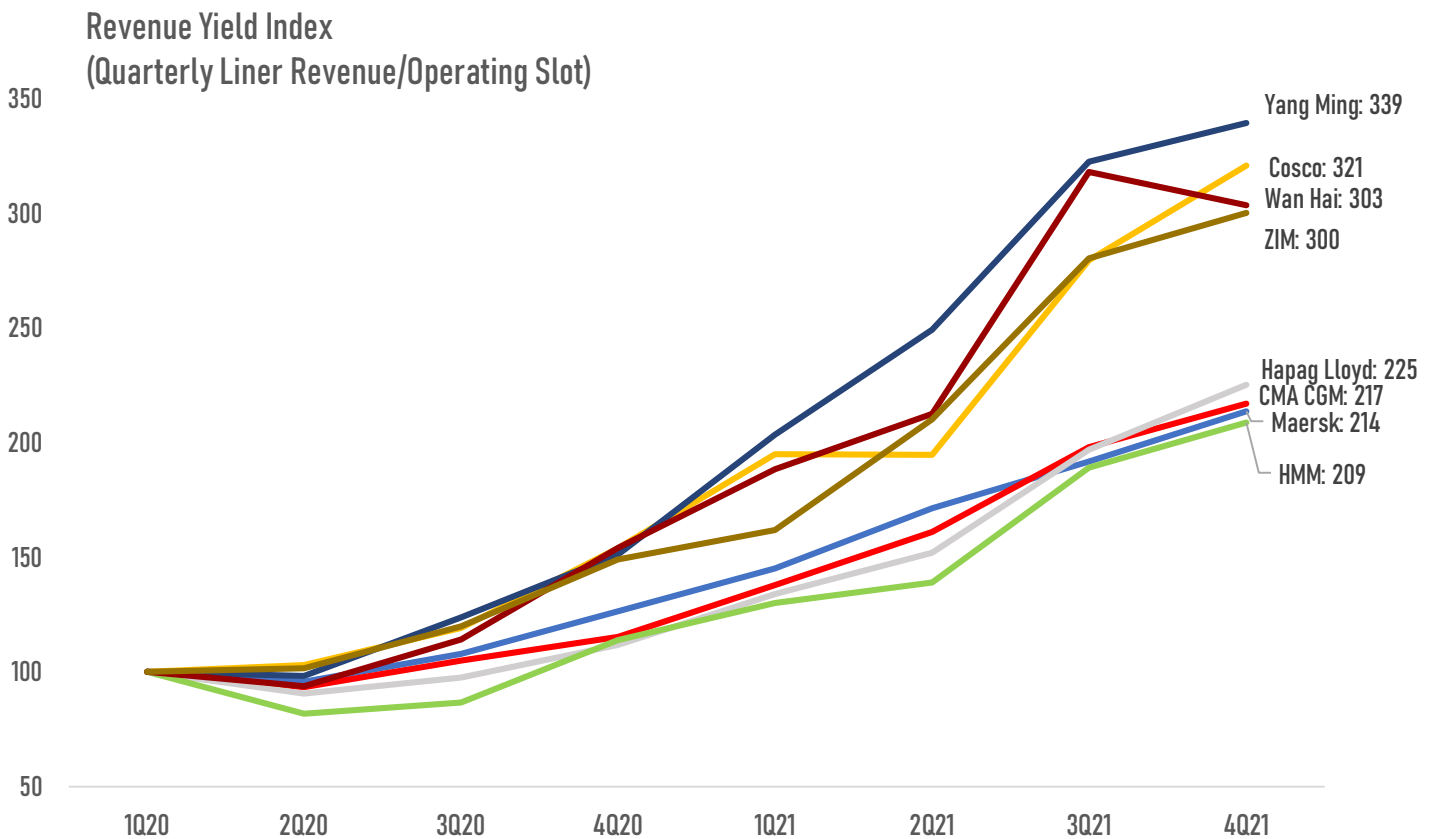
Ocean carriers' Return on Assets may have peaked

One of the key drivers for the Return on Assets (RoA) is asset turnover (revenue/asset) whereas revenue yield (revenue/operating slot) is the operation component of asset turnover. The ocean carriers' asset turnover has peaked out since 21Q3 as the revenue growth tracked below the asset growth.

We expect to see asset turnover continue to trend down as liners may reduce dividend payout ratio while the revenue may not offer much upside on sequential basis.

Freight rates have been the key driver for revenue during this cycle. However, the industry's average freight rates have tracked substantially below the freight rate indices such as CCFI or SCFI so far. Average freight rates for the major liners have gone up 160% while the SCFI and CCFI were up 406% and 255% respectively since 20Q1.

Each liner's revenue yield deviated markedly from its peers. Yang Ming registered 239% increase in revenue yield since while HMM registered 109% increase since 20Q1. The European liners tend to see lesser increase in revenue yield due to likely higher contract mix during 2021. In absolute terms, ZIM led the group by having generated \$7400/teu slot while Maersk generated just \$3080/teu slot during 21Q4.



Source: Linerlytica

EMC results excluded from the analysis as total revenue is not consolidated for all the vessel capacity operated by affiliates within the Evergreen Group

Summary of new service launches

Service Name	Operator	Route	Rotation	Ships deployed	Launch Date
AEC	Sea-Lead	Asia-USEC	Nansha, Ningbo, Qingdao, Busan, Norfolk, Newark, Charleston, Jacksonville, Nansha	3 x 6,700-7,000 teu (monthly)	6 Mar 2022
JMX	Meratus	SE Asia feeder	Jakarta, Port Klang, Jakarta	1 x 665 teu	11 Mar 2022
SAE/CA2	PIL/TSL/YM/Sea-Lead	China-Australia	Qingdao, Shanghai, Nansha, Shekou, Sydney, Melbourne, Brisbane, Qingdao	6 x 2,600-5,000 teu	10 Mar 2022
RSU1	RCL	SE Asia feeder	Singapore, Surabaya, Singapore	1 x 1,108 teu	13 Mar 2022
CIX	Meratus	China-Indonesia	Jakarta, Semarang, Surabaya, Qingdao, Shanghai, Jakarta	2 x 1,300 teu (fortnightly)	14 Mar 2022
PSW11/SEAX/PCSX	OCEAN Alliance (existing COSCO svc)	Far East-PSW	Shanghai, Fuzhou, Xiamen, Yantian, Long Beach, Shanghai	6 x 12,000 teu	20 Mar 2022
TP28	Maersk	Far East-US Gulf	Cai Mep, Yantian, Ningbo, Shanghai, Houston, Norfolk, Cai Mep	11 x 4,500 teu	23 Mar 2022
China India 7 (CI7)	Wan Hai	China-SE Asia-India	Haiphong, Zhanjiang, Nansha, Ho Chi Minh City, Port Klang, Chennai, Visakhapatnam, Port Klang, Haiphong	4 x 1,400-1,700 teu	26 Mar 2022
FE5 (split from FP2)	THE Alliance	SE Asia-N. Europe	Laem Chabang, Cai Mep, Singapore, Colombo, Rotterdam, Hamburg, Antwerp, London Gateway, Jeddah, Singapore, Laem Chabang	11 x 14,000 teu	26 Mar 2022
New Haiphong Express (NHX)	Pan Ocean/Dong Young	Korea-Vietnam	Busan, Kwangyang, Incheon, Haiphong, Shekou, Incheon, Busan	2 x 700 teu	27 Mar 2022
Scan Baltic to USEC	MSC	N Europe-USEC	Klaipeda, Gdynia, Goteborg, Bremerhaven, New York, Philadelphia, Norfolk, Klaipeda	6 x 4,250-6,700 teu	28 Mar 2022
USEC8/CBX/AWE7/ECC3 Chesapeake Bay Express	OCEAN Alliance (existing CMA svc)	Far East-USEC	Yantian, Ningbo, Shanghai, Busan, Norfolk, Savannah, Charleston, Miami, Yantian	10 x 11,400 teu	28 Mar 2022
PSW12/CENX/PCN2	OCEAN Alliance (existing COSCO svc)	Far East-PNW	Qingdao, Shanghai, Prince Rupert, Qingdao	5 x 4,000 teu	4 April 2022
ZIM North Pacific (ZNP)	ZIM	Med-Asia-PNW	Kaohsiung, Yantian, Ningbo, Shanghai, Pusan, Vancouver, Busan, Kaohsiung	6 x 4,250-4,730 teu	4 Apr 2022
CGX	Hapag-Lloyd	China-Germany	Dachan Bay, Hamburg, Dachan Bay	8 x 2,700-4,250 teu	5 Apr 2022
PS7 (split from FP2)	THE Alliance	Far East-PSW	Singapore, Laem Chabang, Cai Mep, Hong Kong, Yantian, Long Beach, Oakland, Hong Kong, Singapore	7 x 14,000	5 Apr 2022
ZXB	ZIM	S China/Vietnam-USEC	Yantian, Cai Mep, Baltimore, New York, Boston, Yantian	5 x 2,700-3,400 teu (fortnightly)	8 Apr 2022
ZIM Med Premium (ZMP)	ZIM	Asia-East Med	Busan, Qingdao, Ningbo, Shanghai, Dachan Bay, Port Klang, Haifa, Ashdod, Istanbul, Yarimca, Port Klang, Da Chan Bay, Xiamen, Busan	9 x 3,400-4,300 teu	12 Apr 2022
China Vietnam India (CVI)	IAL/PIL/RCL	China-SE Asia-India	Ningbo, Shanghai, Ho Chi Minh City, Singapore, Chennai, Visakhapatnam, Port Klang, Ho Chi Minh City, Ningbo	4 x 1,700-2,400 teu	22 Apr 2022



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