



WORLD MARITIME
MERCHANTS FORUM

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2025 November 18

LINERLYTICA

CONTAINER SHIPPING MARKET OUTLOOK

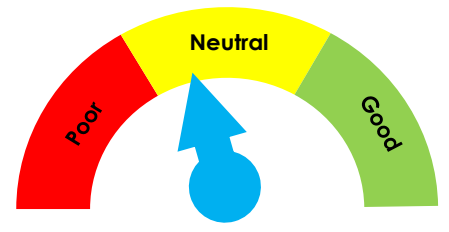
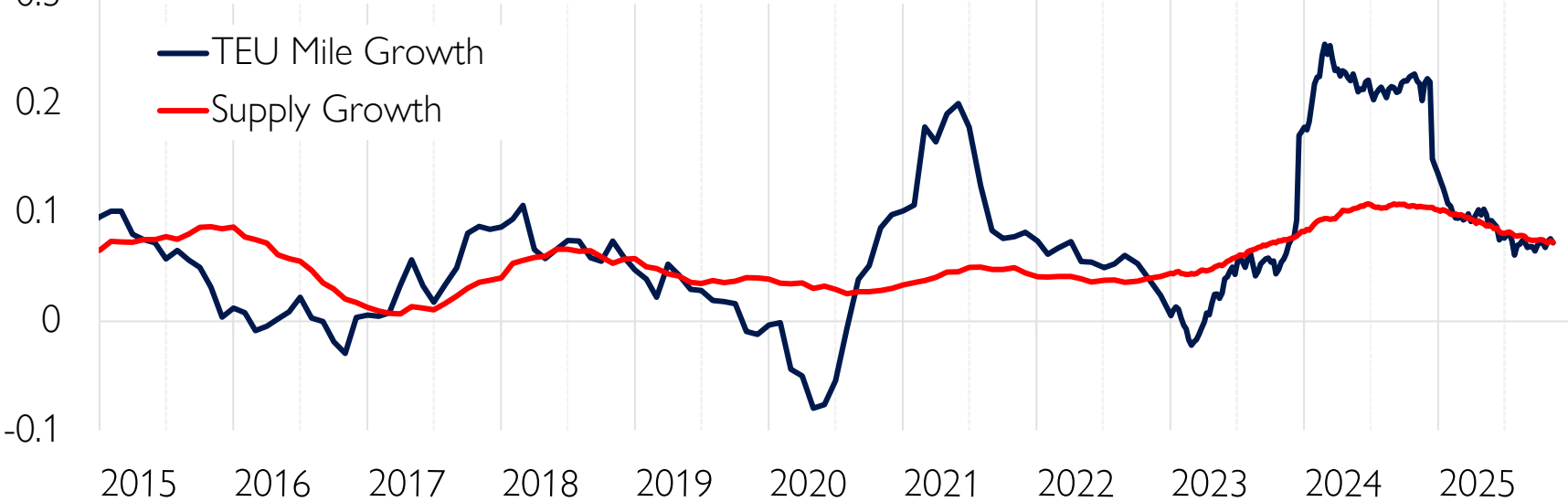
- <http://www.linerlytica.com>

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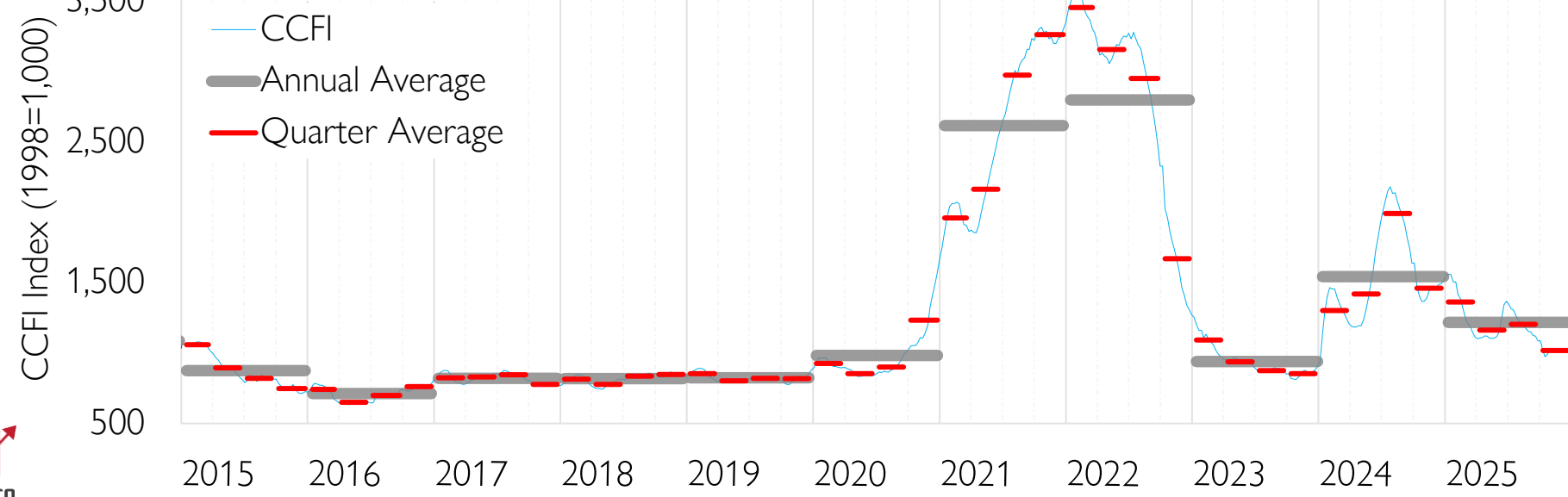


2 Market barometer : supply-demand negative since June

New Barometer for Container Market Health

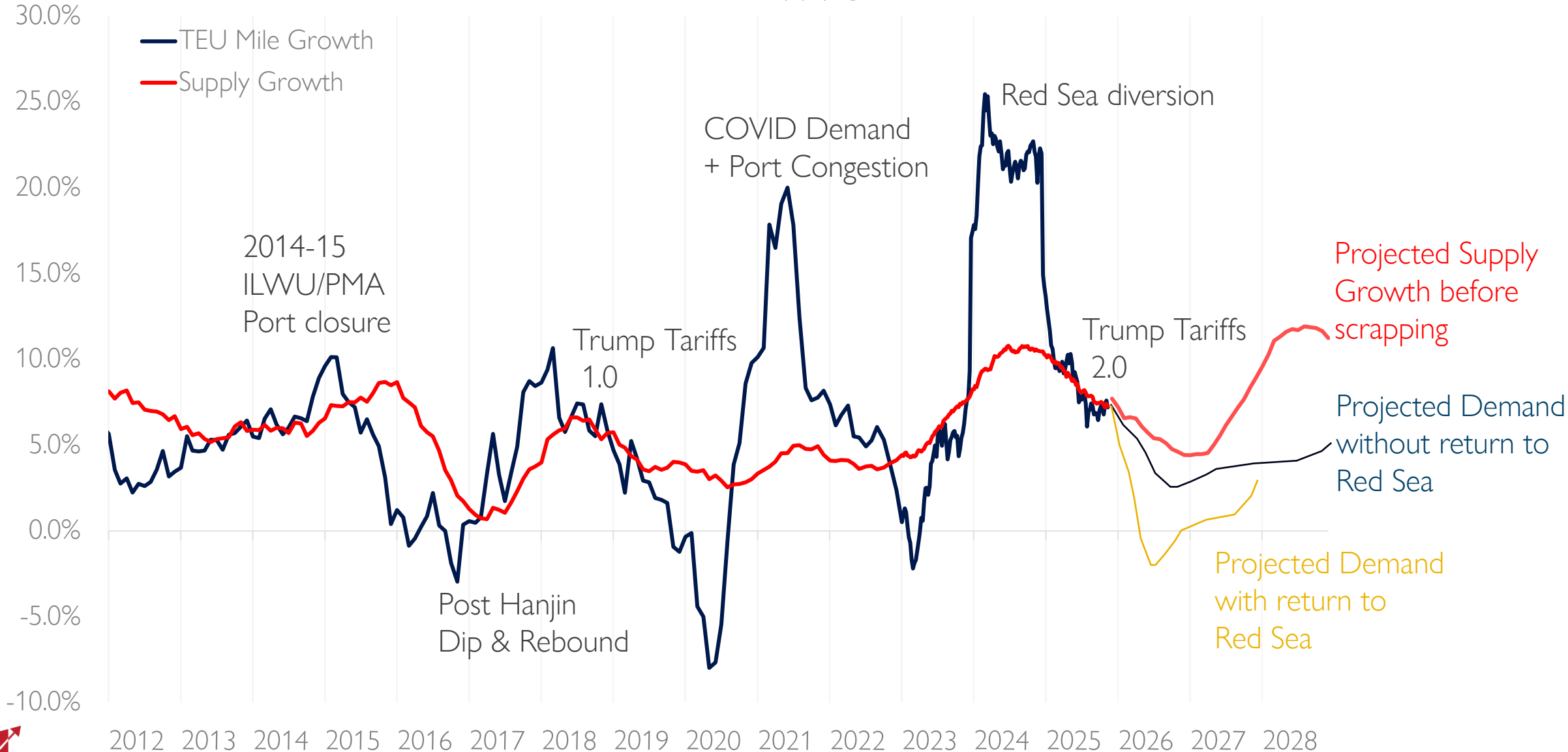


CCFI Average Rates



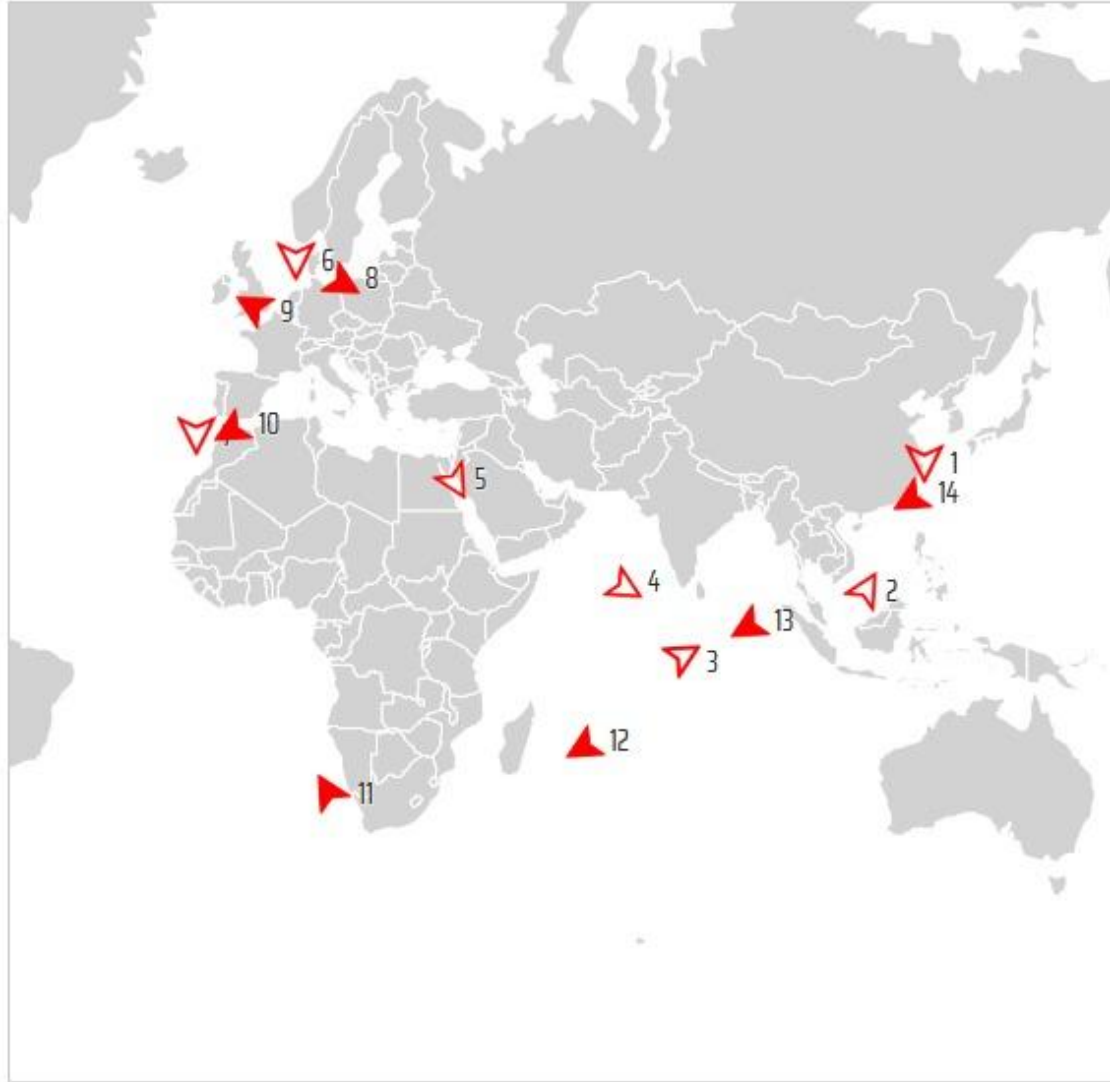
But outlook remains negative for 2026-2028

TEU-mile Demand vs Supply growth



4 Keeping close watch on ships returning to Suez route

OCEAN Alliance: NEU4

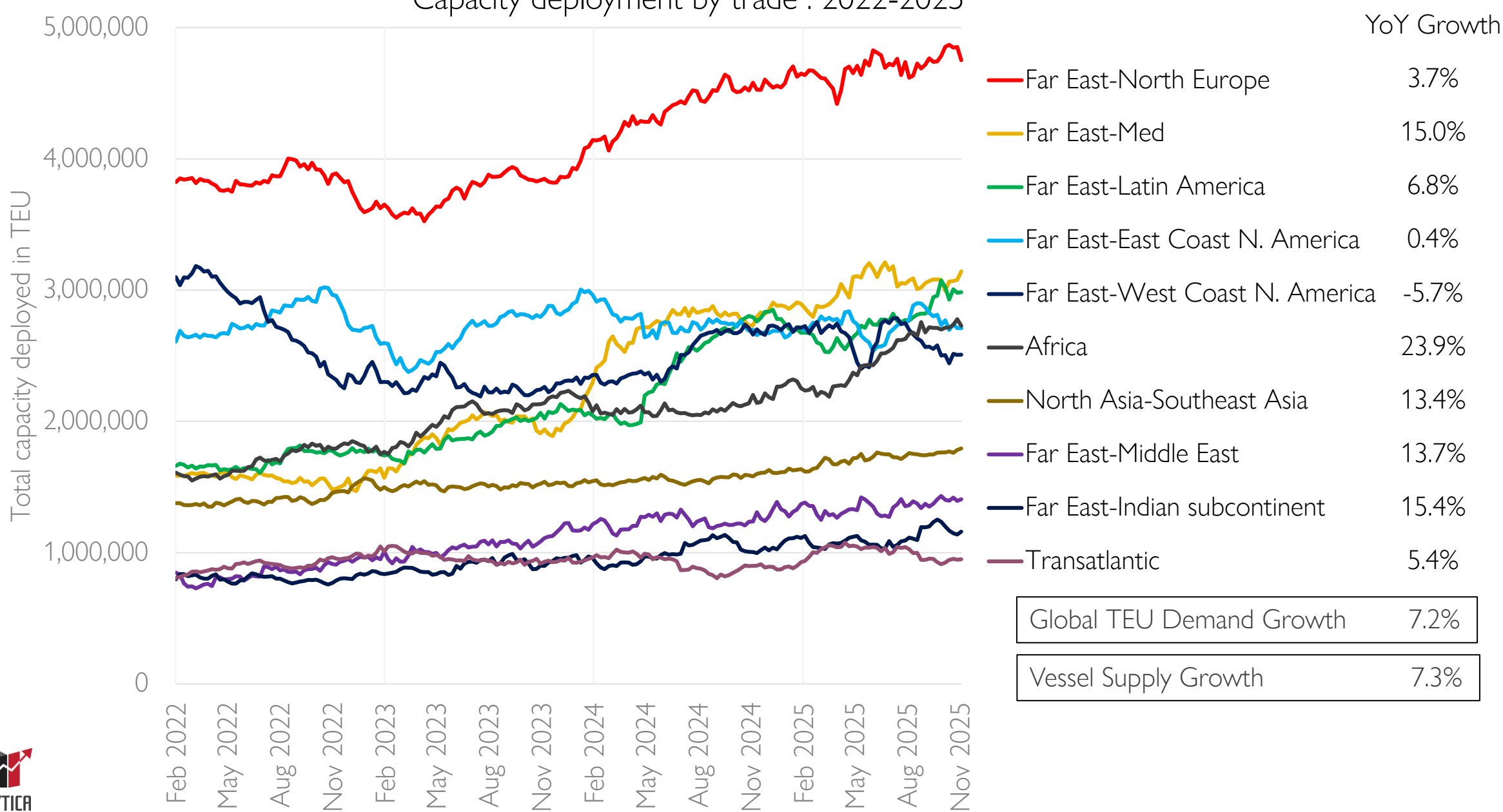


OCEAN Alliance: MED2



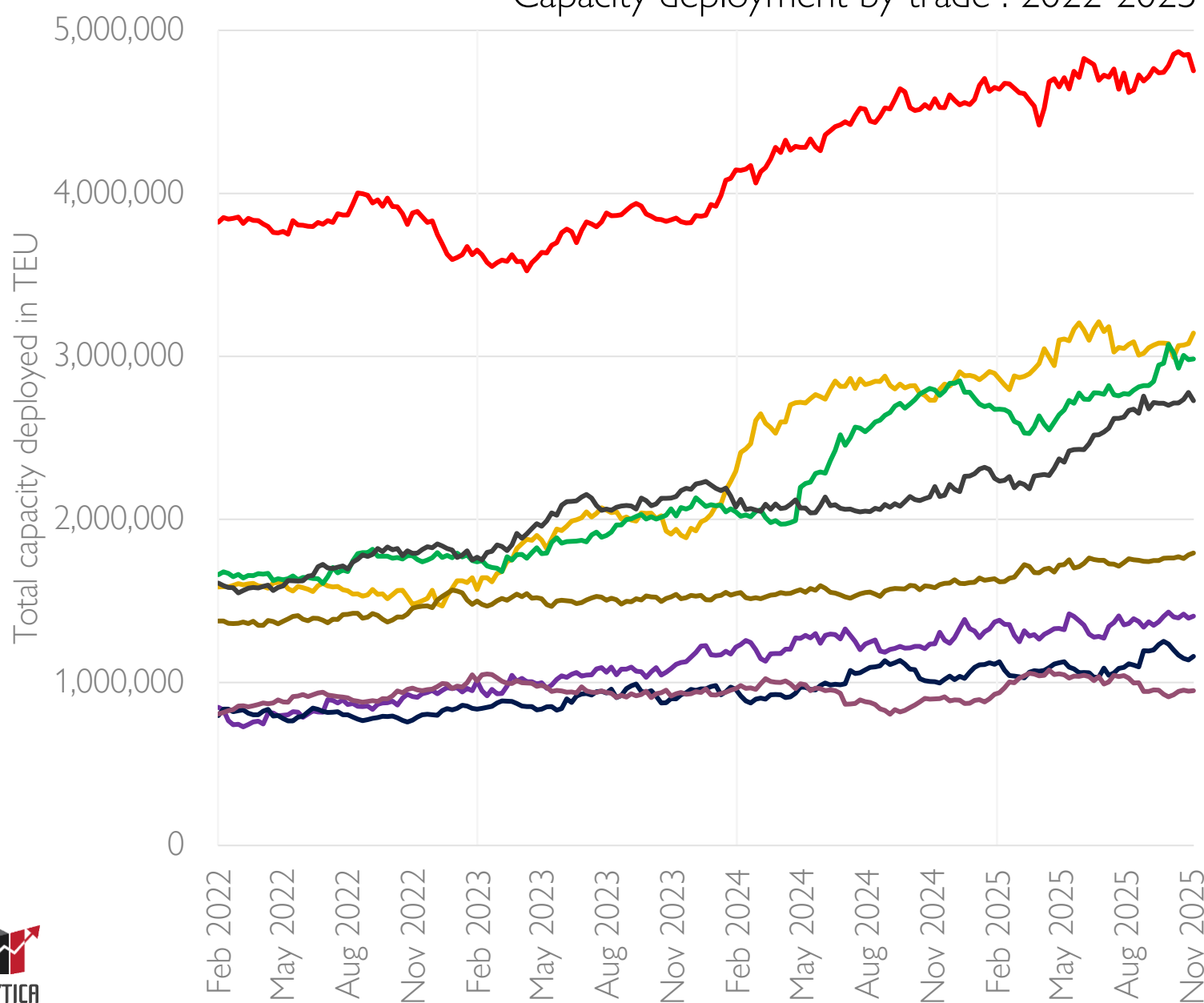
Global demand remains resilient despite Transpacific weakness

Capacity deployment by trade : 2022-2025



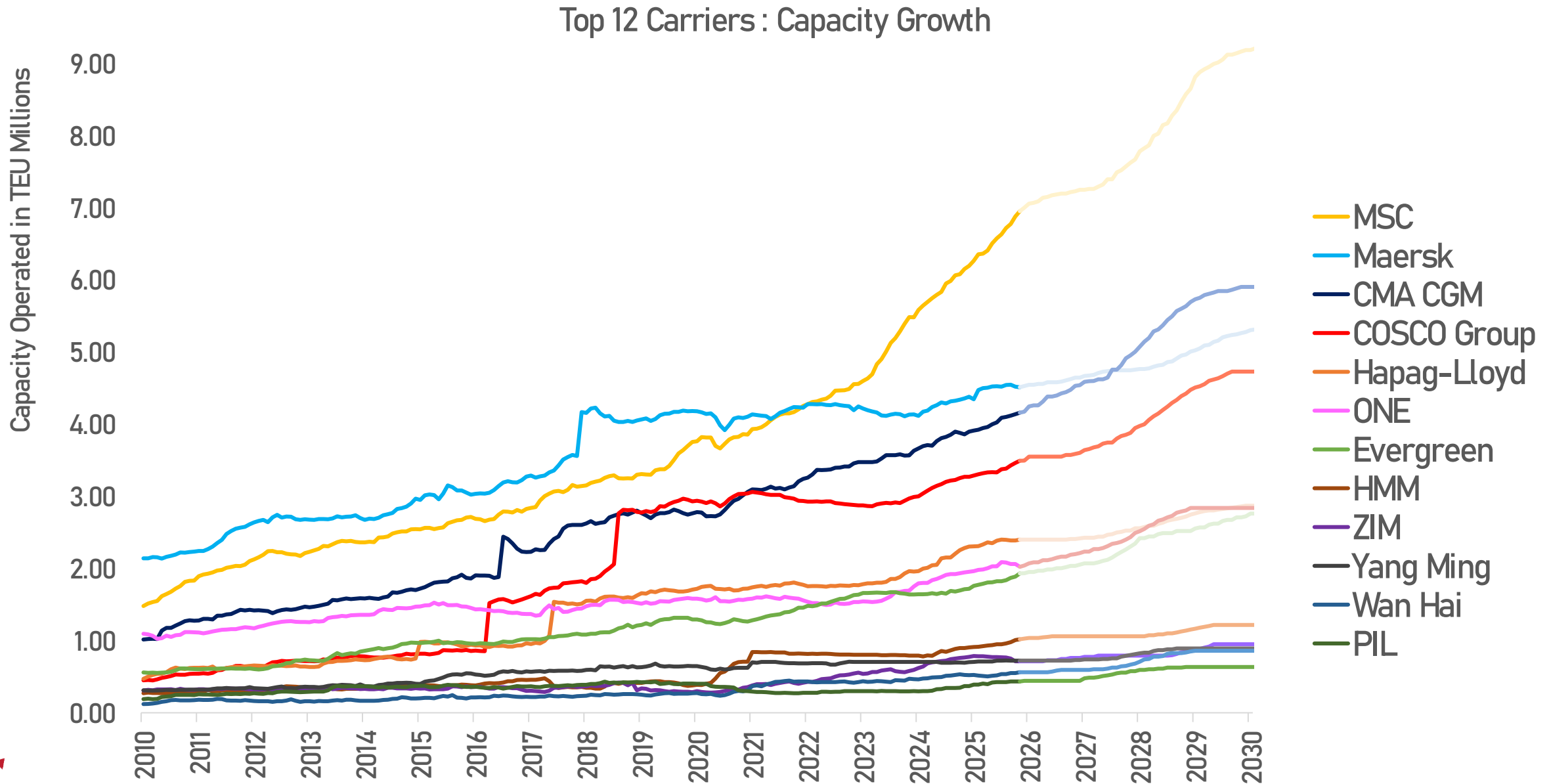
6 Africa/LTAM/Intra-Asia growth – how sustainable?

Capacity deployment by trade : 2022-2025

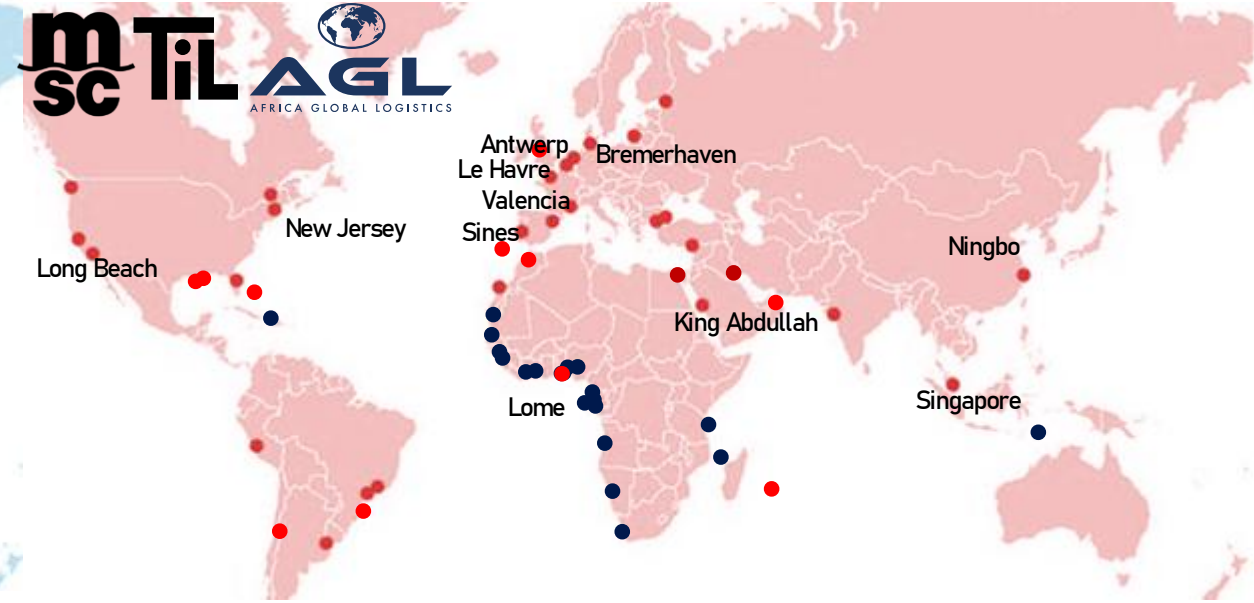


	YoY Growth
Far East-North Europe	3.7%
Far East-Med	15.0%
Far East-Latin America	6.8%
Africa	23.9%
North Asia-Southeast Asia	13.4%
Far East-Middle East	13.7%
Far East-Indian subcontinent	15.4%
Transatlantic	5.4%
Global TEU Demand Growth	7.2%
Vessel Supply Growth	7.3%

7 Carriers capacity arms race is underway

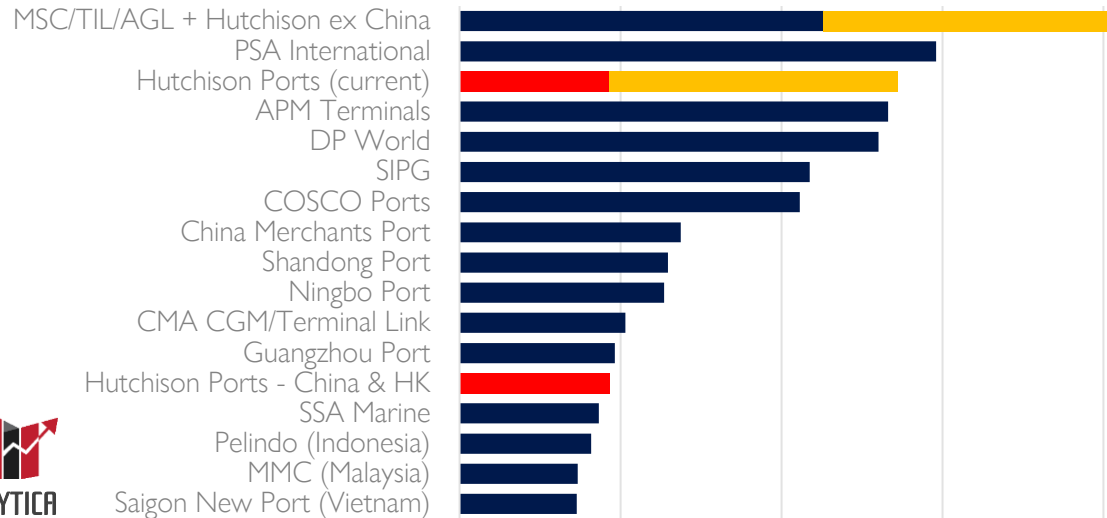


8 MSC domination complete with Hutchison Ports acquisition



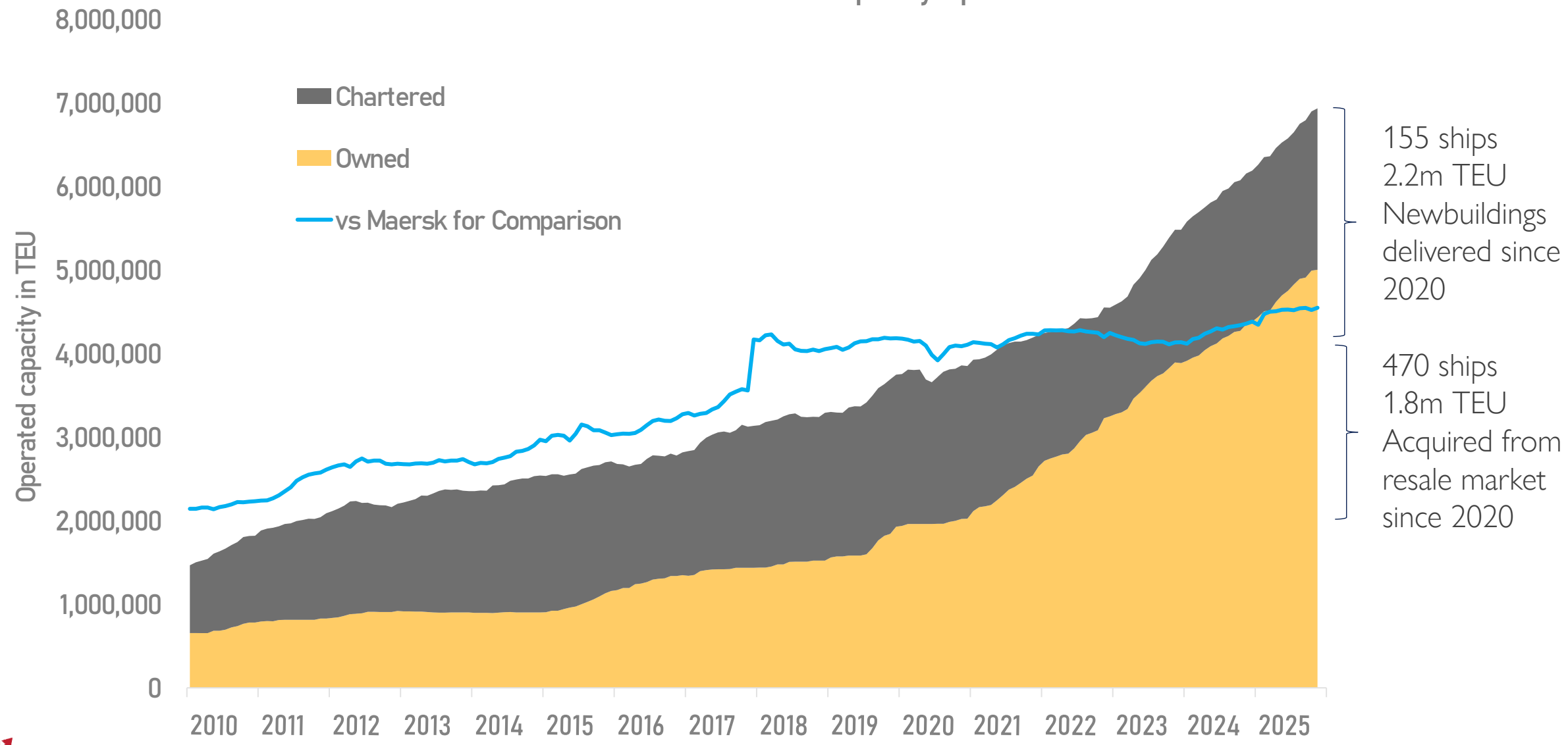
Global Port Operators : Ranked by Proforma 2024 Equity throughput

Volume in TEU m (excl portfolio shareholdings in other port operators)

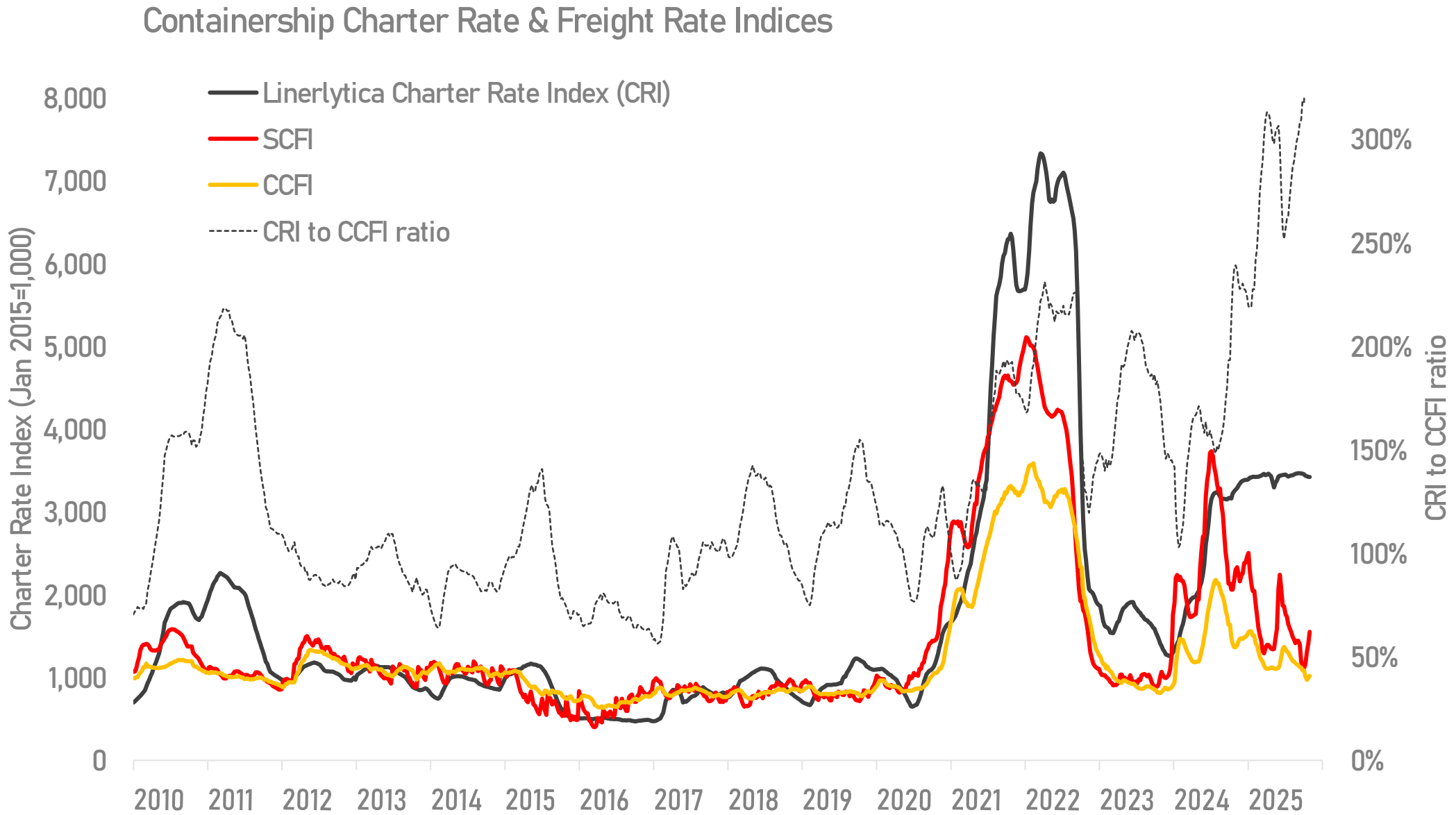


9 MSC alone has taken out ~20% of charter mkt ships since 2020

MSC : Capacity Operated 2010-2025

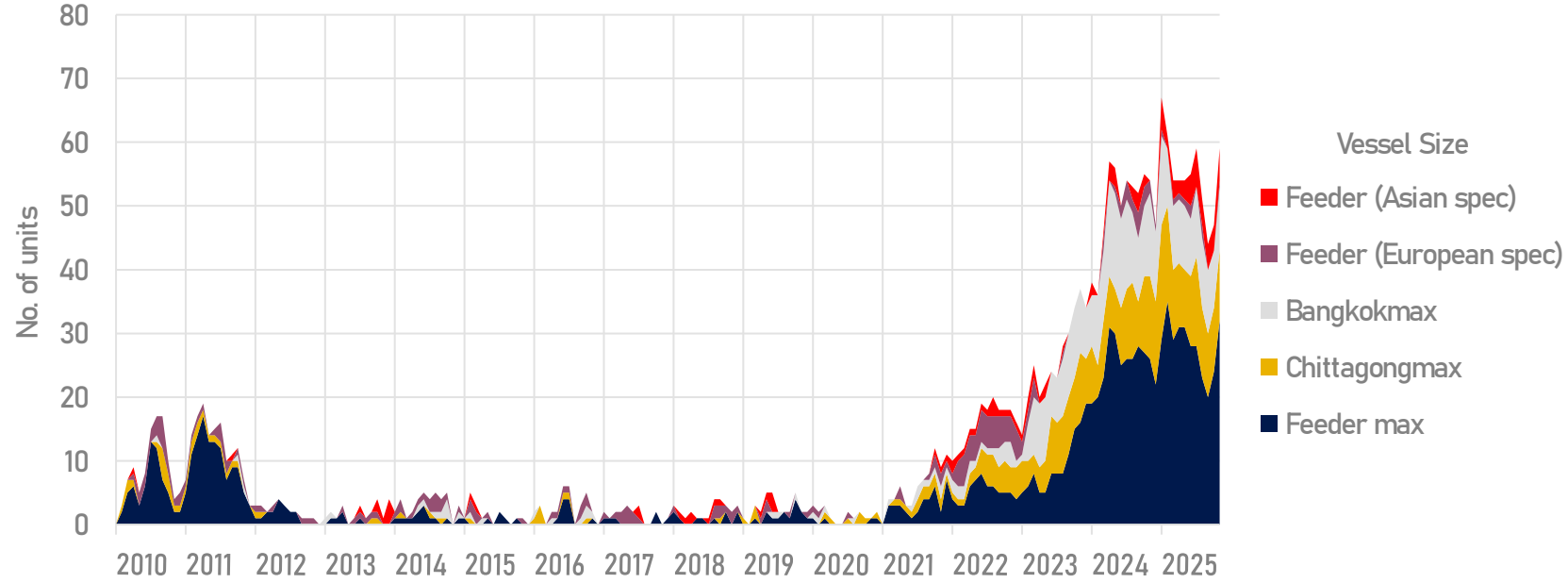


Charter rate to Freight rate ratio – at record high

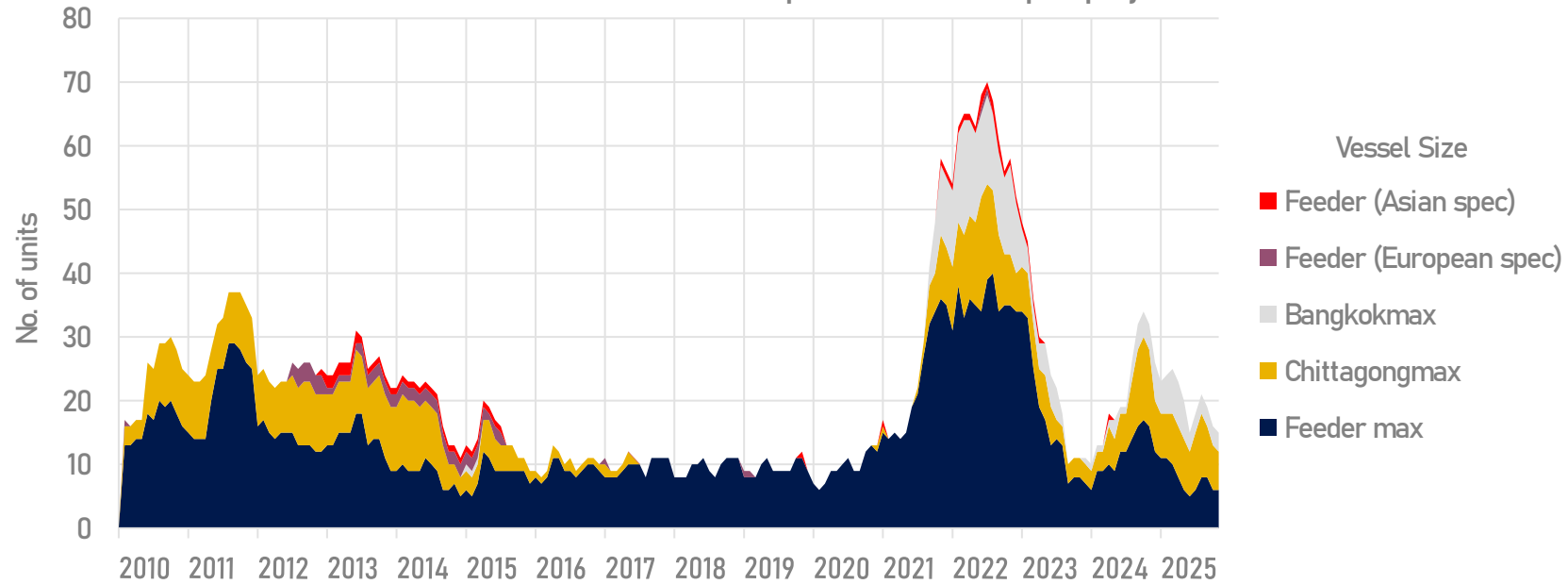


Reversal of feedership deployment on long haul routes

Asia Europe Feedership deployment

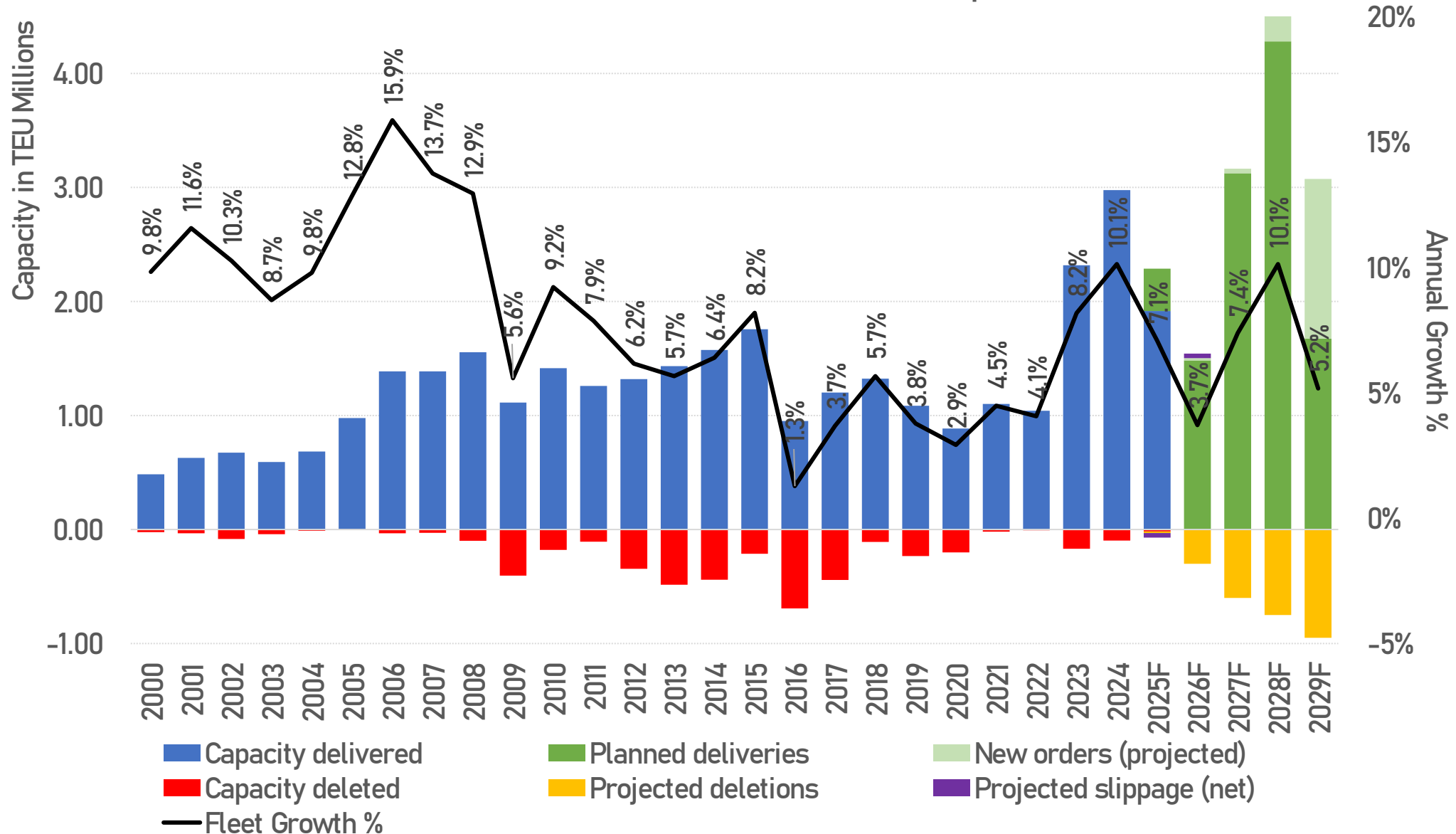


Transpacific Feedership deployment



Increased scrapping insufficient to curb excess supply

Containership Fleet Growth : 2000-2029F



High delivery schedule in 2027-2028

