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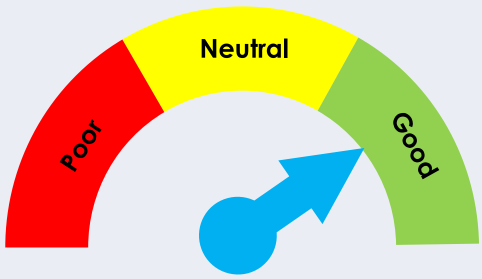
Market Pulse – 2023 Week 51

MARKET BRIEF – 2023 WEEK 51

Several carriers have paused Red Sea transits over the last 4 days but diversions to the Cape route are limited to Israel-linked ships at the moment. Barring a naval convoy solution, carriers could be forced to divert all ships to the Cape route which would raise teu-mile demand by at least 2.5m teu or 9% of the global fleet that would result in an immediate capacity shortage.

Spot freight rates have started to rise in response to the Red Sea turmoil, with the SCFI hitting a 12-month high as short term capacity is expected to tighten further. Rates will continue to rise over the next few weeks with the strength expected to persist until the end of January. The escalation has not yet translated to increased charter rates as yet, with surplus tonnage in the smaller sizes below 4,000 teu continuing to push down average charter rates. The Panama transit restrictions is set to improve from mid January with an additional neo-panamax slot offered from 16 January.

CONTAINER MARKET BAROMETER
2023 WEEK 51



Port Congestion Week 51
1.78m TEU
6.2% of fleet

Idle Containerships
79 ships
131,116 TEU
0.5% of fleet

Ships Delivered Last 30 days
32 ships
209,406 teu

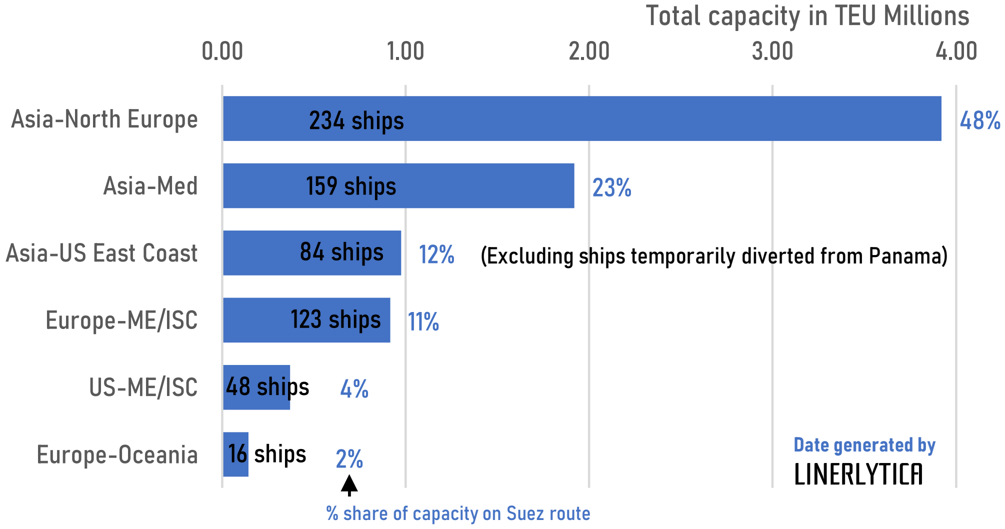
Ships Deleted Last 30 days
3 ships
5,221 teu

Freight Rates SCFI Week 51
1,123 5.9%
-2.7% YoY

Israeli vessel exodus from Red Sea underway – Neutral ships could soon follow

The withdrawal of Israeli owned and operated ships from the Red Sea routes have started, with 42 Israeli-linked ships rerouted away from the Suez over the past 3 weeks. 20 of these ships on the Asia-Med and North Europe routes have been diverted to the longer route via the Cape of Good Hope while another 22 ships have been redeployed to other trades that avoids the Red Sea. Of note, 5 Zodiac Maritime-owned ships of 19,460 teu operated MSC have been redeployed from FE-Europe to the FE-USWC Jaguar service, becoming the first transpacific service to deploy ULCS containerships of this size on a regular basis. More ships from neutral countries could follow the Red Sea exodus after Maersk, MSC, CMA CGM, Hapag-Lloyd and HMM announced in the past 4 days that they would pause their ships' journeys in the Red Sea. The alternative route via the Cape would raise round trip transit times by 3 to 5 weeks with ships to the East Med having to make the longest diversions.

Containership capacity deployed on Suez routes
(Dec 2023)



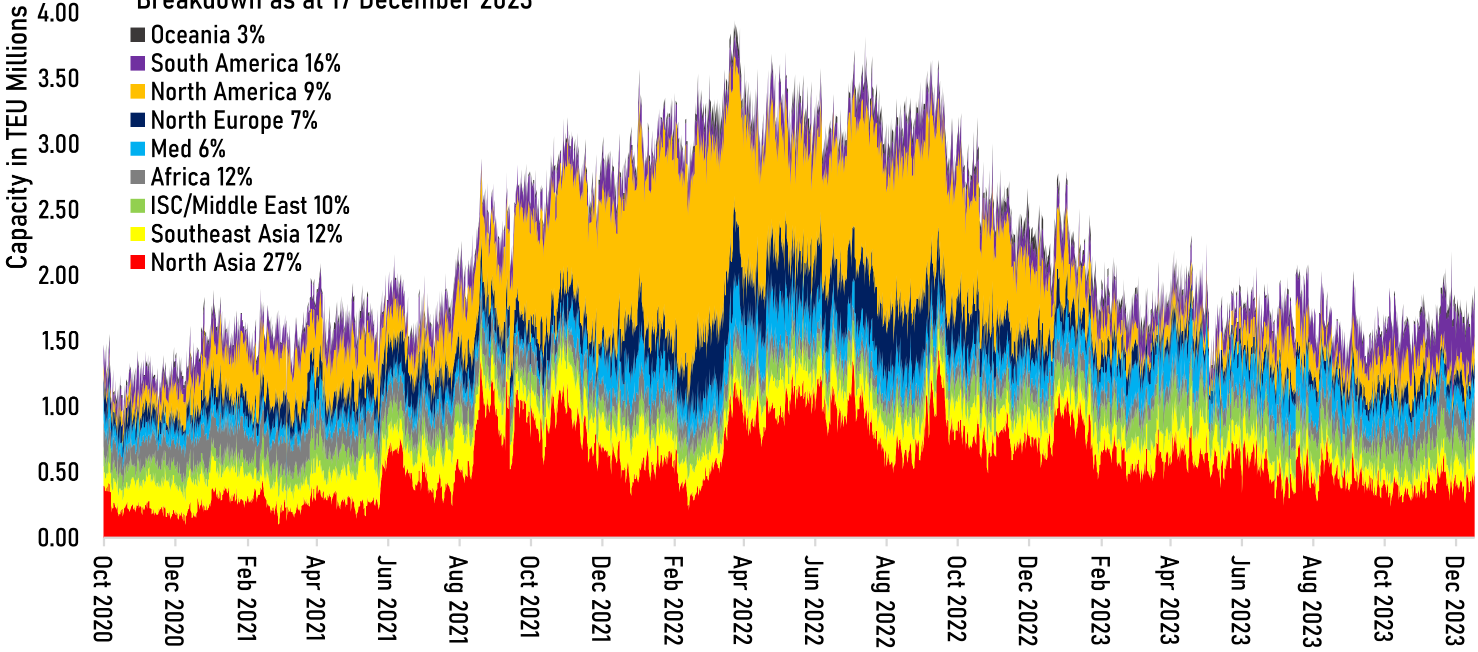
The total capacity of containerships on the Suez route currently stands at 8.25m teu which accounts for 29.3% of the global fleet.

If all of these ships are forced to divert from the Suez to the Cape route, it would increase overall roundtrip transit times by some 30% and raise global teu-mile demand by at least 2.5m teu which is equivalent to 9% of the current global fleet. The impact will be higher if vessel speeds are not increased to minimize the schedule delays.

Port congestion by region

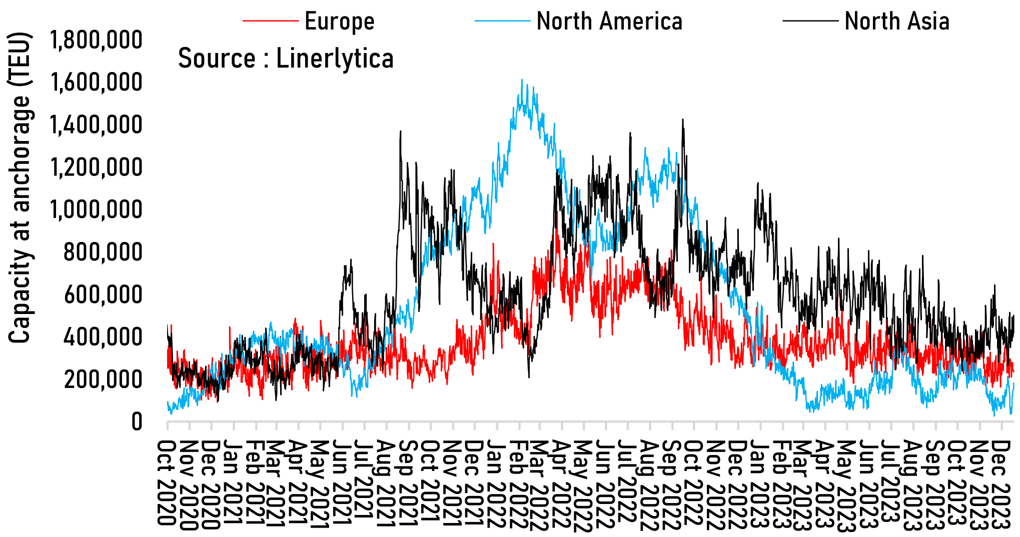
Breakdown as at 17 December 2023

Date generated by LINERLYTICA

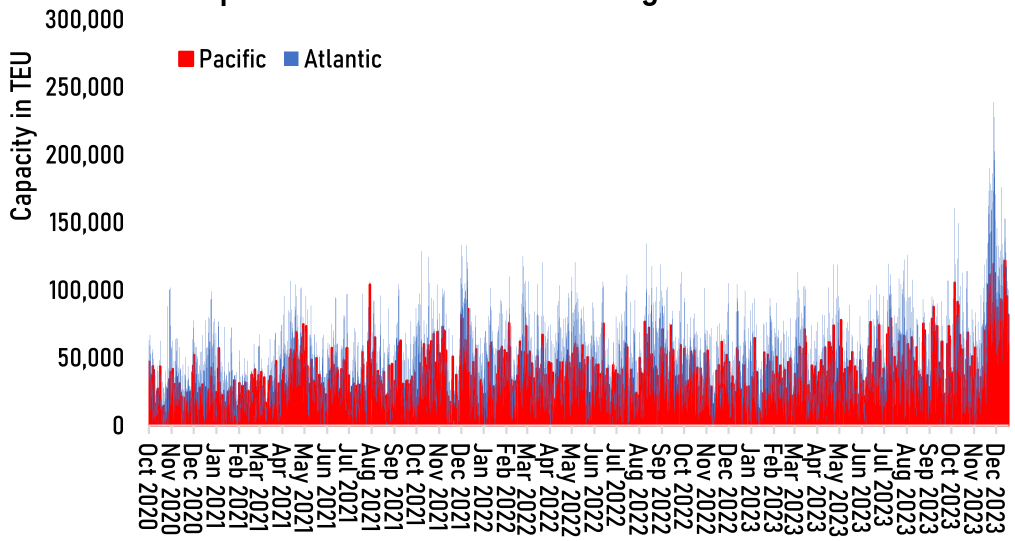


LINERLYTICA Weekly Congestion Spotlight

Port Congestion - 3 Main Regions



Ships idle at Panama Anchorage

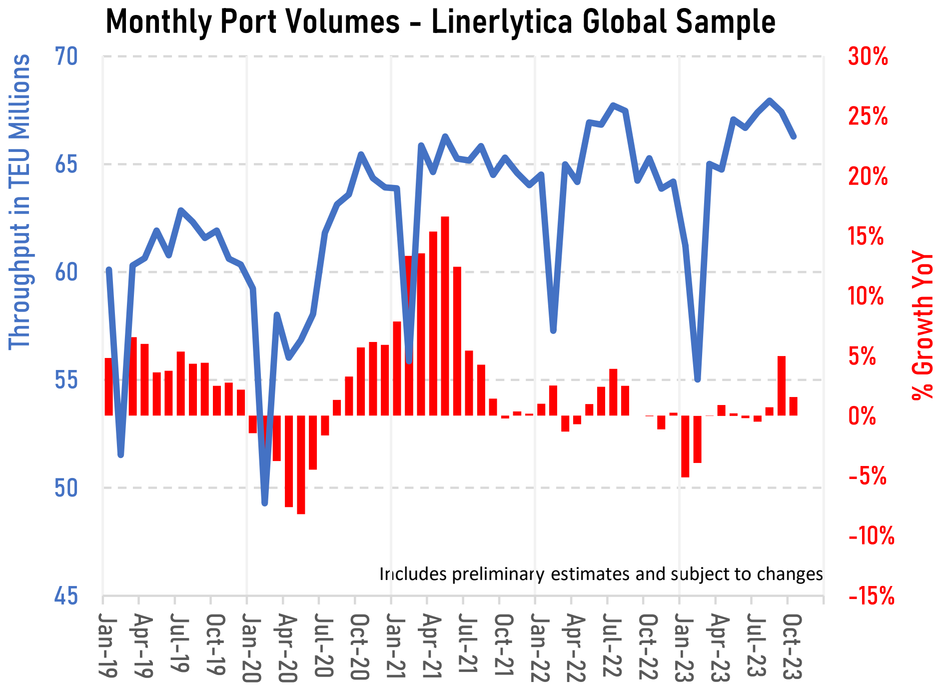


Total vessel capacity waiting at anchorages was largely unchanged last week at 1.78m teu or 6.3% of the global fleet. There is little change in the congestion situation in the 3 main regions of Europe, North America and North Asia which has remained steady with no major hotspots.

There are still pockets of congestion in secondary locations around South African and Australian ports where significant berthing delays remain.

But the main focus continues to be in Panama, where delays remain despite the diversion of 3 THE Alliance services since the beginning of December but several ships on their last northbound voyages through the Panama are currently delayed, resulting in the rise in the vessel queue at the Pacific anchorage of Panama over the past week, with one Hapag-Lloyd ship waiting for more than 10 days.

OCEAN Alliance services have also started to experience delays, with the situation expected to remain until mid-January before improving with the Panama Canal Authority adding an additional neo-panamax slot daily from 16 January.



October 2023	MoM%	YoY%	YTD %
Global Sample	-1.7%	1.5%	-0.1%
Breakdown by region			
China & HK	-2.6%	2.3%	3.9%
Other North Asia	-7.0%	-4.6%	-2.2%
SE Asia	0.0%	4.8%	0.6%
Indian sub-cont.	-0.4%	6.8%	4.2%
Middle East	0.0%	5.0%	4.3%
North America	1.9%	-3.8%	-14.9%
Latin America	-1.2%	-0.7%	0.2%
North Europe	-0.9%	-3.1%	-8.1%
South Europe	-0.9%	3.2%	-2.4%
Africa	-0.3%	13.1%	3.4%
Oceania	2.0%	-5.0%	-5.3%

Weekly Ports Highlights

North America Ports – Container Throughput in November

No.	Port	Nov 2023	Y-o-Y % change	Jan-Nov 2023	Y-o-Y change%
1	Los Angeles	763,262	19.4%	7,887,162	-14.1%
2	Long Beach	731,033	24.2%	7,410,603	-13.7%
3	New York/New Jersey	NA	NA	*	-18.2%
4	Savannah	NA	NA	*	-17.5%
5	Houston	297,622	-14.7%	3,499,580	-5.0%
6	Norfolk	276,005	-3.5%	3,073,923	-10.4%
8	Vancouver	283,215	2.8%	2,851,728	-14.9%
8	Seattle/Tacoma	NA	NA	*	-12.6%
9	Charleston	201,314	-5.5%	2,272,588	-11.7%
10	Oakland	166,378	-9.9%	1,889,733	-13.1%
11	Montreal	129,090	-2.3%	1,402,607	-12.1%
12	Jacksonville	107,657	-8.1%	1,189,495	-2.3%

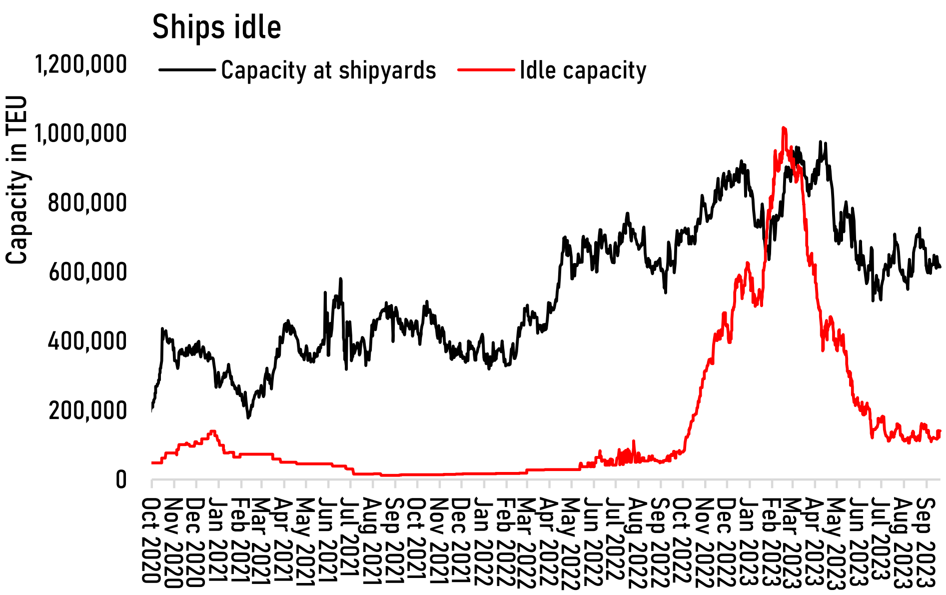
* YoY change estimated to Nov

North American ports reported mixed performances in November, with West Coast ports continuing to regain lost ground against their East Coast counterparts.

Both Los Angeles and Long Beach recorded strong YoY gains in November of 19.4% and 24.2% respectively, with Vancouver also chalking a modest 2.8% gain.

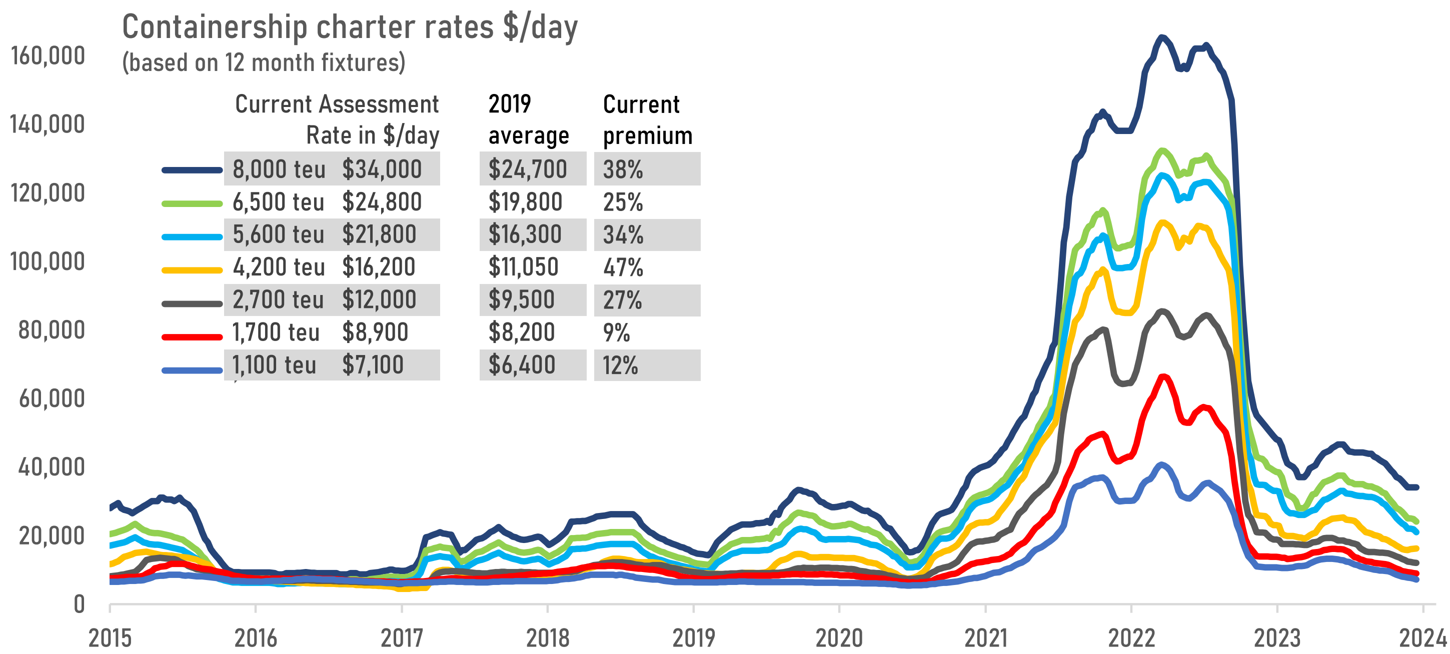
However, all main North American ports continued to record large YTD losses, with aggregate volumes down by 14.9% through October.

New York/New Jersey and Savannah suffered the largest YTD losses of over 17% so far this year.



Inactive vessel capacity remains largely unchanged at 131,100 teu or just 0.5% of the fleet. Although the number of idle ships has increased to 79 units, they consist mainly of smaller ships of below 2,000 teu where demand has failed to keep up with the rising supply from the pool of ships redelivered from charters and new ships.

Availability of idle tonnage above 4,000 teu is very limited and would tighten further if the Red Sea situation escalates further.



Charter activity has reduced as we approach the end of the year, with rates continuing to slide for the smaller sizes, while Panamax and larger ships are still holding up. Demand for larger tonnage will rise with more diversions through the Cape of Good Hope to avoid the Red Sea, which will add 3 to 5 weeks to a typical Asia-Europe round voyage. The low number of open tonnage has helped Panamax charter rates to buck the downtrend with a mini rebound over the past month although fixture periods remain relatively short.

The smaller sizes below 4,000 teu remain under severe pressure with demand failing to keep pace with the rising supply, both from the pool of existing ships as well as newbuildings delivered without charters. There are over 40 new ships of 1,000 to 3,000 teu due for delivery in the next 3 months that are still without employment, along with an existing pool of 30 idle ships that could sonn be joined by over 200 units that are coming off their existing charters. As a result, charter rates for the 1,000 teu, 1,700 teu and 2,700 teu sectors have continued to tumble, and the existing premium over the 2019 charter rates are narrowing rapidly.

The latest tally of ships acquired by MSC since 2020 has risen to 369 units with a total capacity of 1.42m teu. MSC has taken over 5 ships in November and 2 more in December.

New charters

Name	TEU	Built	Gear	Owner	Charterer	Rate $/day	Period	Laycan
ZIM EMERALD	8,242	2023	No	Seaspan	ZIM	41,000	12y	Dec-23
HENG HUI 6	5,060	2004	No	Shishi Hengtong Shipping	CMA CGM	17,500	2-6m	Dec-23
HOPE ISLAND	3,534	2006	No	Borealis Maritime	Messina Line	15,250	3-6m	Dec-23
ROBIN 2	2,797	2007	Yes	Interunity Mgmt	Dole Ocean Cargo	13,950	10-12m	Dec-23
OREA	2,192	2015	Yes	Eastern Med Maritime	OOCL	12,000	3-7m	Dec-23
YONG XIN 25	1,976	2023	No	Yongxin Shipping	COSCO Shipping	na	na	Dec-23
ZHONG GU HUANG HAI	1,912	2019	No	Zhonggu	Akkon	10,250	3-6m	Dec-23
FIONA	1,728	1998	Yes	Regal Agencies Corp.	MSC	12,250	14-16m	Dec-23
WHITE DRAGON	1,708	2007	No	HK Queen Shipping	TS Lines	8,500	10-21d	Dec-23
LOA HARMONY	1,427	2015	No	Xin Ou Shipping	Transit	10,200	8-10m	Dec-23
ATLANTIC SILVER	1,338	2008	Yes	Sinokor	CMA CGM	na	na	Dec-23
MAYFIELD	1,216	2001	No	Conbulk	Medship Feeders	9,000	3-10m	Dec-23
MISTRAL	868	2008	No	Reederei Heinz Moje	Unifeeder	E8,400	2-3w	Dec-23
K-OCEAN	700	1998	No	K&K Schiffahrts GmbH	X-Press Feeders	E6,000	1-2m	Dec-23

New ownership changes

Name	TEU	Built	Gear	Yard	Delivery	Price	Seller	Buyer
POLONIA	3,091	2003	Yes	Szczecinska Nowa	Nov 2023	$15m	Ernst Russ	MSC
KOTA BUANA	1,400	2013	Yes	Taizhou Kouan	Dec 2023		PIL	Yihui Shipping
SUNNY IRIS	1,043	2013	No	Dae Sun	Dec 2023		KMTC	Ehime

Ships delivered in last 30 days

Name	TEU	DWT	Yard Built	Delivered	Owner	Operator	Deployed Trade
SITC YIHE	1,023	13,010	Dae Sun	16/12/2023	SITC	SITC	Intra-NEA
CUL HOCHIMINH	2,713	34,230	Huangpu Wenchong	15/12/2023	SPDB Fin. Leasing	Emirates Shg	FE-AF
SAWASDEE MIMOSA	1,809	22,253	Hyundai Mipo	15/12/2023	Sinokor	Sinokor	NEA-SEA
WAN HAI 335	2,988	36,835	CSBC Kaohsiung	15/12/2023	Wan Hai Lines	Wan Hai	NEA-SEA
ZIM EMERALD	8,242	81,784	Jiangsu New Yangzi	14/12/2023	Seaspan	ZIM	FE-ECNA
HE YUAN SHUN 98	1,659	29,859	Fujian Lixin	14/12/2023	Heyuanshun Shg	Chinese operator	Dom China
MSC ILENIA	15,258	171,099	Jiangsu New Yangzi	12/12/2023	Seaspan	MSC	FE-Med
WAN HAI A06	13,216	142,,148	Hyundai H.I.	11/12/2023	Wan Hai Lines	Wan Hai	FE-LTAM
MSC THAIS	15,600	163,449	Hyundai Samho	11/12/2023	Cido	MSC	FE-AF
ULSAN VOYAGER	2,548	36,882	Hyundai Mipo	11/12/2023	Sinokor	Sinokor	NEA-SEA
MSC VICTORINE	16,616	170,367	Guangzhou SY	7/12/2023	CSSC Leasing	MSC	FE-Med
CMA CGM BAHIA	13,200	146,104	Hudong Zhonghua	7/12/2023	CMA CGM Group	CMA CGM	FE-LTAM
HONG TAI 859	3,004	59,278	Zhejiang Donghong	7/12/2023	Xiamen Haotai	Fujian Kaiyu Shg	Dom China
ONE INSPIRATION	24,136	225,405	Nihon Shipyard	6/12/2023	Shoei Kisen	ONE	FE-NEU
ZHOU RUN 16	1,733	29,788	Jiangsu Jiuzhou	5/12/2023	Zhejiang Zhourun	Unknown operator	Russia FE
POS GUANGZHOU	1,019	13,034	Daehan	1/12/2023	Pan Ocean	Pan Ocean	Intra-NEA
ONE INGENUITY	24,136	224,986	Nihon Shipyard	30/11/2023	Shoei Kisen	ONE	FE-NEU
LIAN RONG 01	1,765	38,681	Yizheng Yangzi	30/11/2023	Yangpu Lianrong	Chinese operator	Dom China
TANTO HAWARI	558	8,504	Ningbo Boda SB	30/11/2023	Tanto Intim Line	Tanto Intim Line	Dom Indonesia
MAYA BAY	2,954	37,242	Fujian Mawei SB	28/11/2023	Eastern Pacific Shg	CMA CGM	FE-LTAM
ONE FANTASTIC	15,516	171,899	Hudong Zhonghua	27/11/2023	Seaspan	ONE	FE-Med
COSCO SHIPPING BRAZIL	14,092	144,774	COSCO Yangzhou	27/11/2023	COSCO Group	COSCO Shipping	FE-LTAM
ALS HERCULES	7,117	82,375	Dalian Shipbuilding	27/11/2023	Asiatic Lloyd	CMA CGM	scrubber
KAPITAN ABONOSIMOV	2,471	31,514	Zhoushan Changhong	27/11/2023	FESCO	FESCO	FE-NEU
NING YUAN TIAN JIN	3,318	58,036	Yangzijiang	24/11/2023	Zhejiang Seaport Shg	Ningbo Ocean Shg	Dom China
MAERSK YOKOHAMA	2,822	38,715	Tsuneishi	24/11/2023	Mitsui & Co.	Maersk	NEA-SEA
YONG XIN 25	1,976	35,816	Ningbo Dongsheng	24/11/2023	Quanzhou Yongxin	COSCO Shipping	Dom China
HUA XIN 678	1,659	29,859	Fujian Lixin	23/11/2023	Xiamen Hongbo	Chinese operator	Dom China
FU XIN 9	1,667	31,519	Yizheng Yangzi	22/11/2023	Jiujiang Fuxin Shg	Chinese operator	Dom China
BRIGHT COSMOS	1,911	24,723	Naikai Zosen	21/11/2023	Doun Kisen	Sinokor	NEA-SEA
TS PENANG	1,182	13,291	Fujian Mawei	21/11/2023	TS Lines	TS Lines	NEA-SEA
XIN HONG RUN 79	1,498	25,460	Zhejiang Jinchuan	20/11/2023	Xiamen Hongrun	Chinese operator	Dom China

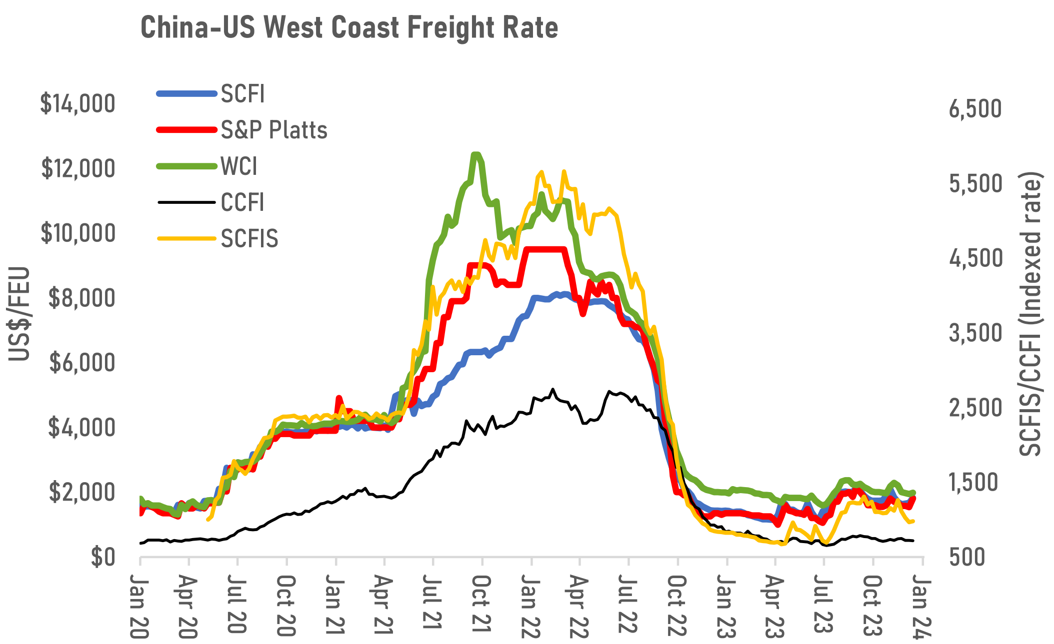
Ships deleted in last 30 days

Name	TEU	LDT	Built	Age	Scrap Location	Deleted	$/LDT	Last Commercial Owner
XIN FENG NINGBO	2,227	10,316	31/3/1995	28	Alang	Due 28/12/23	480	Trawind
MTT TAWAU renamed WAU 7	1,162	5,730	22/8/1997	26	Alang	Due 25/12/23	520	MTT Shipping
WISDOM GRACE renamed RACE 1	1,032	5,425	24/6/1997	26	Alang	Due 19/12/23	na	China Trade Group
LUCKY DRAGON renamed LUCKY D	1,504	8,170	18/12/1996	27	Chittagong	23/11/23	530	Luck Shipping
SOUL OF LUCK renamed DUCK	1,645	6,961	13/10/1997	26	Chittagong	22/11/23	na	Victoria Oceanway
MSC CHIARA	2,072	14,305	1/4/1997	26	Alang	17/11/23	537	MSC

Ships ordered in last 30 days

Owner	TEU	Units	Yard	Reported	Delivery	Price m	Remarks
ONE	13,700	6	Jiangnan	Nov 23	2026-27	na	Order not confirmed
ONE	13,700	6	Yangzijiang	Nov 23	2026-27	na	Order not confirmed

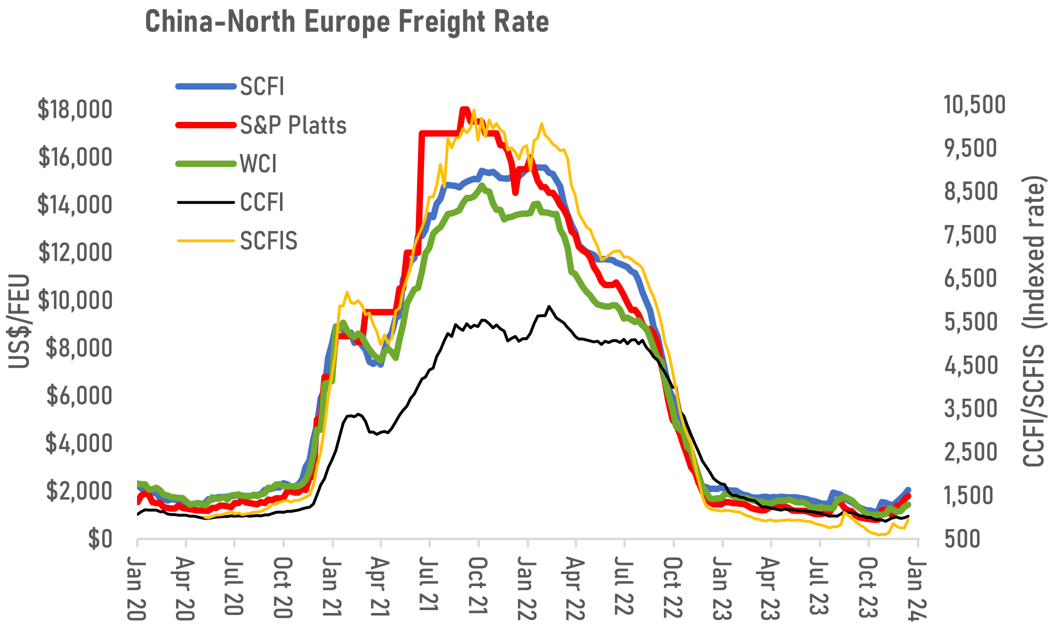
Shanghai Container Freight Index	15-Dec-23	1 week 8-Dec-23	%	1 month 17-Nov-23	%	3 months 15-Sep-23	%	1 year 16-Dec-22	%
SCFI	1,094	1,032	5.9%	1,000	9.4%	949	15.3%	1,123	-2.7%
Shanghai export freight rates (in US$/TEU except to USEC/USWC in US$/FEU) to:-									
Europe (Base port)	1,029	925	11.2%	707	45.5%	658	56.4%	1,050	-2.0%
Mediterranean (Base port)	1,569	1,387	13.1%	1,147	36.8%	1,248	25.7%	1,851	-15.2%
USWC (Base port)	1,819	1,669	9.0%	1,696	7.3%	1,888	-3.7%	1,423	27.8%
USEC (Base port)	2,805	2,441	14.9%	2,351	19.3%	2,550	10.0%	3,169	-11.5%
Persian Gulf (Dubai)	1,175	1,156	1.6%	1,271	-7.6%	864	36.0%	1,153	1.9%
Australia (Melbourne)	916	915	0.1%	946	-3.2%	617	48.5%	738	24.2%
West Africa (Lagos)	2,054	2,164	-5.1%	2,237	-8.2%	2,323	-11.6%	3,401	-39.6%
South Africa (Durban)	1,560	1,552	0.5%	1,513	3.1%	1,324	17.8%	3,087	-49.5%
South America (Santos)	2,329	2,483	-6.2%	2,812	-17.2%	1,816	28.2%	1,649	41.3%
West Japan (Osaka/Kobe)	299	301	-0.7%	304	-1.6%	306	-2.3%	331	-9.7%
East Japan (Tokyo/Yokohama)	307	309	-0.6%	319	-3.8%	320	-4.1%	341	-10.1%
Southeast Asia (Singapore)	202	200	1.0%	194	4.1%	182	11.0%	205	-1.6%
Korea (Busan)	137	137	0.0%	139	-1.4%	145	-5.5%	236	-42.0%



Transpacific freight rates rose across the board on continued market disruptions that have boosted carriers' rate hike efforts.

Delays at the Panama canal are starting to affect OCEAN Alliance ships as well, with THE Alliance ships already forced to divert to the Suez and Cape routes. This has reduced the capacity available for the USEC, with the situation only expected to ease from mid-January.

MSC has redeployed 19,000 teu ships to its FE-USWC service, with capacity to the West Coast currently still open.

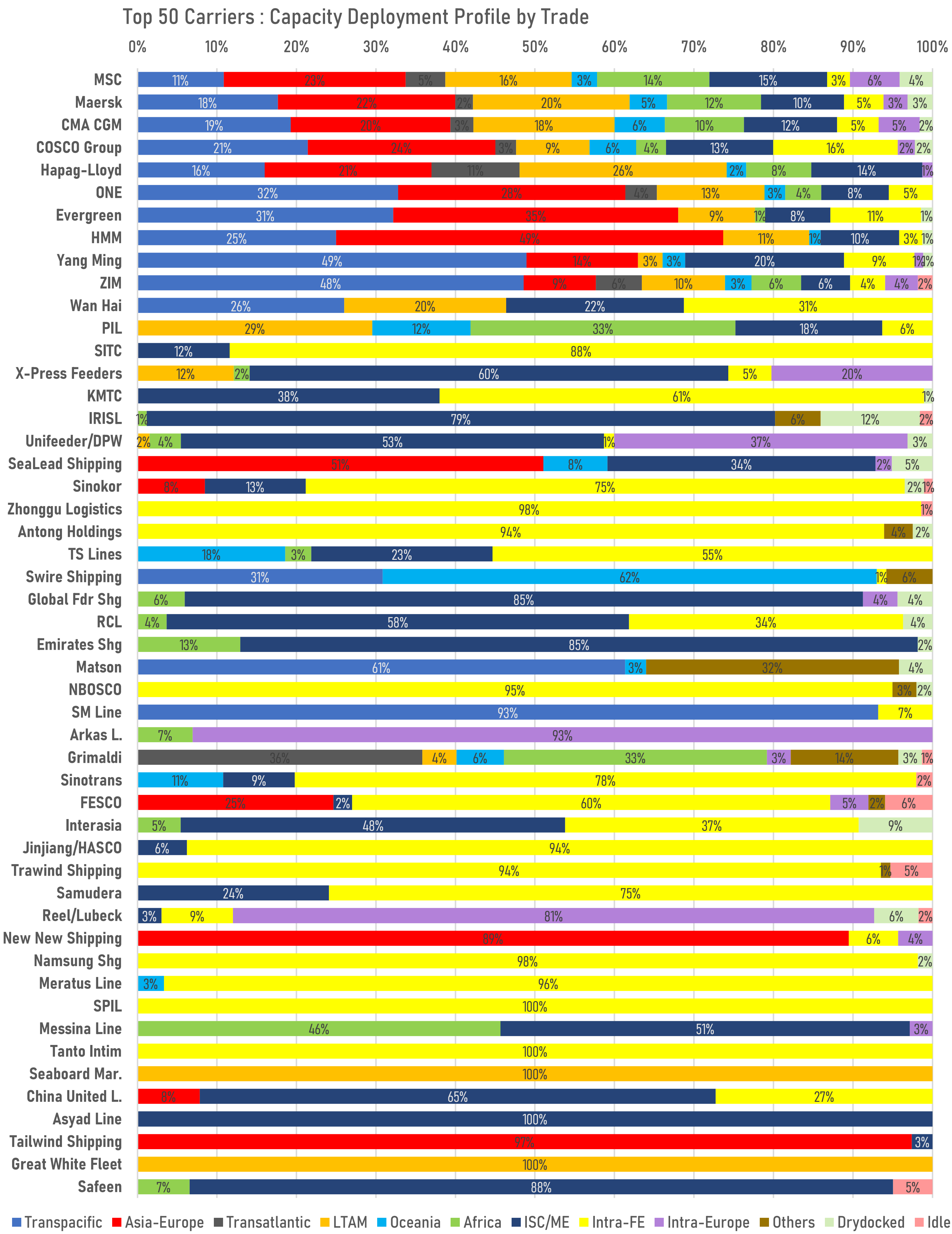


Asia Europe rates surged on the back of a further FAK rate hike in mid-December and have risen by 50% over the last 3 months.

Zim has announced further rate hikes on its Asia-Med ZMP service due to the extended routing via the Cape that will raise overall roundtrip transit to 15 weeks compared to 10 weeks currently.

Capacity has tightened on both North Europe and Med services, which will keep rates elevated through the end of January.

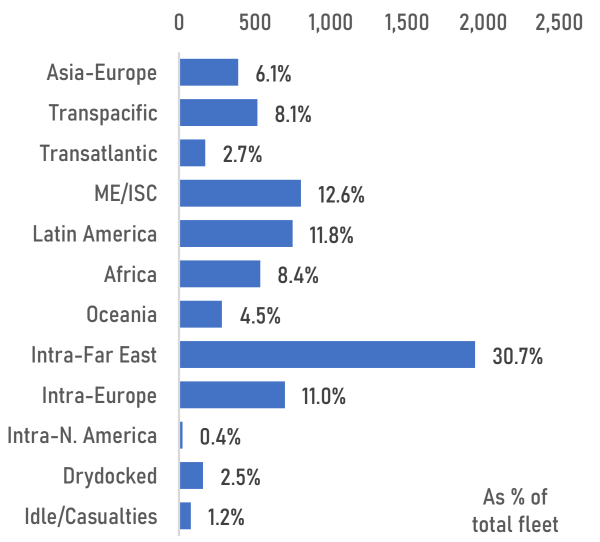
Rank	Company	Current Fleet							Orderbook			Current share of global liner fleet
		No. of ships	Fleet TEU	Owned/ FL ships	Owned/FL Fleet TEU	Chartered ships	Chartered Fleet TEU	% chartered (TEU)	No. of ships on order	Orderbook TEU	Orderbook %	
1	MSC	803	5,550,861	598	3,879,158	205	1,671,703	30%	123	1,401,083	25%	19.4%
2	Maersk	679	4,125,741	359	2,673,861	320	1,451,880	35%	41	444,740	11%	14.4%
3	CMA CGM	625	3,571,111	287	2,212,576	338	1,358,535	38%	118	1,312,472	37%	12.5%
4	COSCO Group	487	3,019,968	262	2,311,274	225	708,694	23%	44	761,200	25%	10.6%
5	Hapag-Lloyd	267	1,962,739	123	1,192,250	144	770,489	39%	13	254,597	13%	6.9%
6	ONE	228	1,766,904	111	1,035,857	117	731,047	41%	48	627,170	35%	6.2%
7	Evergreen	209	1,640,893	166	1,412,299	43	228,594	14%	70	819,692	50%	5.7%
8	HMM	74	791,432	49	604,448	25	186,984	24%	30	257,827	33%	2.8%
9	Yang Ming	94	705,869	65	376,948	29	328,921	47%	5	77,500	11%	2.5%
10	ZIM	126	605,975	9	31,131	117	574,844	95%	31	248,770	41%	2.1%
11	Wan Hai	118	482,796	110	466,550	8	16,246	3%	15	118,646	25%	1.7%
12	PIL	91	299,101	85	260,062	6	39,039	13%	12	117,600	39%	1.0%
13	SITC	102	162,520	95	153,657	7	8,863	5%	14	21,902	13%	0.6%
14	X-Press Feeders	83	158,245	44	108,246	39	49,999	32%	15	23,072	15%	0.6%
15	KMTC	66	151,914	32	87,948	34	63,966	42%	2	16,000	11%	0.5%
16	IRISL	50	144,923	50	144,923							0.5%
17	Unifeeder/DPW	88	136,289	5	1,300	83	134,989	99%	2	2,500	2%	0.5%
18	SeaLead Shipping	27	124,311	2	13,232	25	111,079	89%	2	14,330	12%	0.4%
19	Sinokor	82	122,465	69	102,935	13	19,530	16%	11	46,790	38%	0.4%
20	Zhonggu Logistics	73	112,657	29	77,389	44	35,268	31%	5	18,796	17%	0.4%
21	Antong Holdings	81	98,344	39	63,088	42	35,256	36%				0.3%
22	TS Lines	45	91,508	34	72,288	11	19,220	21%	6	32,136	35%	0.3%
23	Swire Shipping	52	81,109	34	56,725	18	24,384	30%				0.3%
24	Global Fdr Shg	30	76,546	19	57,825	11	18,721	24%				0.3%
25	RCL	33	74,029	29	63,309	4	10,720	14%	4	37,428	51%	0.3%
26	Emirates Shg	14	72,387	11	60,952	3	11,435	16%				0.3%
27	Matson	27	68,411	20	43,532	7	24,879	36%	3	10,860	16%	0.2%
28	NBOSCO	76	67,942	35	40,194	41	27,748	41%	7	10,426	15%	0.2%
29	SM Line	14	64,109	11	55,538	3	8,571	13%				0.2%
30	Arkas L.	37	61,180	35	55,809	2	5,371	9%				0.2%
31	Grimaldi	104	60,427	104	60,427				4	8,000	13%	0.2%
32	Sinotrans	44	53,940	29	34,976	15	18,964	35%				0.2%
33	FESCO	36	47,118	30	39,901	6	7,217	15%	2	4,942	10%	0.2%
34	Interasia	18	45,818	15	39,120	3	6,698	15%	6	18,330	40%	0.2%
35	Jinjiang/HASCO	47	43,870	24	23,381	23	20,489	47%	3	5,604	13%	0.2%
36	Trawind Shipping	19	42,029	12	32,985	7	9,044	22%	2	9,272	22%	0.1%
37	Samudera	29	40,021	7	7,868	22	32,153	80%	6	6,174	15%	0.1%
38	Reel/Lubeck	23	39,570	16	34,813	7	4,757	12%				0.1%
39	New New Shipping	15	39,161	12	32,168	3	6,993	18%				0.1%
40	Namsung Shg	29	38,331	25	33,366	4	4,965	13%	8	11,222	29%	0.1%
41	Meratus Line	54	36,362	54	36,362				2	1,386	4%	0.1%
42	SPIL	55	35,753	55	35,753							0.1%
43	Messina Line	12	35,043	4	15,046	8	19,997	57%				0.1%
44	Tanto Intim	53	34,787	53	34,787							0.1%
45	Seaboard Mar.	21	34,674	6	9,357	15	25,317	73%	12	36,209	104%	0.1%
46	China United L.	15	34,525	5	9,605	10	24,920	72%	3	16,433	48%	0.1%
47	Asyad Line	10	34,467	2	7,784	8	26,683	77%				0.1%
48	Tailwind Shipping	7	30,856	2	6,330	5	24,526	79%	2	2,760	9%	0.1%
49	Great White Fleet	12	27,786	6	14,642	6	13,144	47%				0.1%
50	Safeen	12	27,570	10	20,502	2	7,068	26%				0.1%


Top 50 Carriers : Capacity Deployment Profile by Trade
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
MSC
Maersk
CMA CGM
COSCO Group
Hapag-Lloyd
ONE
Evergreen
HMM
Yang Ming
ZIM
Wan Hai
PIL
SITC
X-Press Feeders
KMTC
IRISL
Unifeeder/DPW
SeaLead Shipping
Sinokor
Zhonggu Logistics
Antong Holdings
TS Lines
Swire Shipping
Global Fdr Shg
RCL
Emirates Shg
Matson
NBOSCO
SM Line
Arkas L.
Grimaldi
Sinotrans
FESCO
Interasia
Jinjiang/HASCO
Trawind Shipping
Samudera
Reel/Lubeck
New New Shipping
Namsung Shg
Meratus Line
SPIL
Messina Line
Tanto Intim
Seaboard Mar.
China United L.
Asyad Line
Tailwind Shipping
Great White Fleet
Safeen
Transpacific
Asia-Europe
Transatlantic
LTAM
Oceania
Africa
ISC/ME
Intra-FE
Intra-Europe
Others
Drydocked
Idle

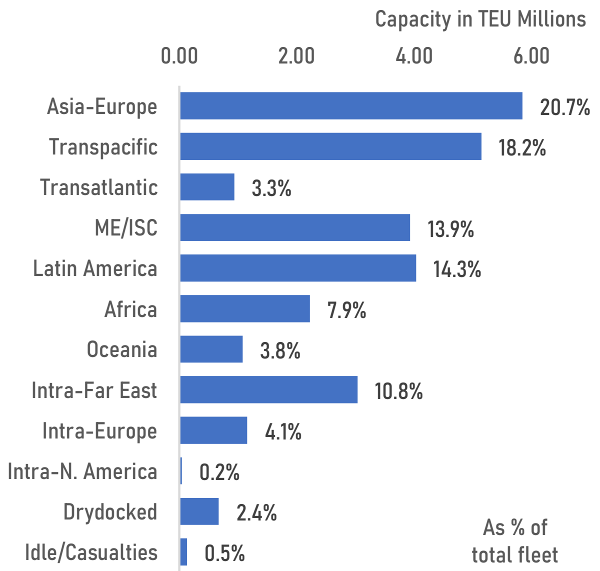
Global Containership Deployment Breakdown as at 18 December 2023

	Ships	TEU	*Change MoM %*	*Change YoY %*	Average TEU
Asia-Europe	**390**	**5,844,258**	**2.0%**	**13.3%**	**15,005**
Far East-Med	164	1,985,271	4.3%	35.2%	12,105
Far East-North Europe	226	3,858,987	0.8%	4.6%	17,113
Transpacific	**516**	**5,145,201**	**0.8%**	**3.0%**	**9,981**
Far East-East Coast N. America	270	2,837,699	-1.5%	5.3%	10,325
Far East-West Coast N. America	246	2,307,502	3.8%	0.4%	9,386
Transatlantic	**173**	**938,347**	**0.0%**	**-5.6%**	**5,424**
Med-North America	79	410,957	2.3%	-1.2%	5,202
North Europe-North America	94	527,390	-1.7%	-8.7%	5,611
Middle East/Indian Subcontinent	**802**	**3,932,197**	**2.8%**	**17.2%**	**4,903**
North America-ME/ISC	55	389,056	3.5%	-19.2%	7,074
Europe-ME/ISC	113	859,118	-7.5%	17.7%	7,603
Far East-Middle East	153	1,222,786	8.9%	28.5%	7,692
Far East-Indian Subcontinent	158	795,699	5.2%	18.8%	5,036
Far East-Bengal	90	164,562	-2.7%	5.2%	1,828
ISC-Bengal	17	24,179	51.2%	1.1%	1,422
Intra-ISC	35	65,355	19.5%	21.1%	1,867
Intra-ME	114	197,251	9.6%	22.7%	1,730
ME-ISC	67	214,192	-3.7%	67.8%	3,197
Latin America	**747**	**4,032,970**	**0.5%**	**16.2%**	**5,399**
Far East-Latin America	216	2,105,687	1.6%	19.2%	9,749
North America-Latin America	213	566,685	1.0%	20.1%	2,660
Europe-Latin America	179	1,057,143	-2.9%	8.4%	5,906
Intra-Latin America	139	303,455	4.2%	17.4%	2,183
Africa	**534**	**2,223,910**	**2.2%**	**21.1%**	**4,165**
Far East-Africa	198	1,145,425	3.5%	18.8%	5,785
Europe-Africa	153	585,135	0.7%	17.1%	3,824
Americas-Africa	21	54,585	16.8%	-0.8%	2,599
Africa-ME/ISC	96	336,571	-0.8%	29.5%	3,506
Intra-Africa	66	102,194	-0.5%	74.1%	1,548
Oceania	**283**	**1,079,921**	**0.2%**	**1.3%**	**3,816**
Europe-ANZ	32	181,420	0.9%	3.0%	5,669
Far East-ANZ	138	681,916	-0.7%	-3.3%	4,941
Far East-South Pacific	49	79,755	1.5%	48.5%	1,628
North America-Oceania	23	86,647	0.0%	-3.7%	3,767
Intra Oceania	41	50,183	7.9%	22.1%	1,224
Intra-Far East	**1,947**	**3,038,340**	**1.0%**	**6.5%**	**1,561**
North Asia-Southeast Asia	631	1,534,529	1.4%	0.4%	2,432
Intra-North Asia	330	379,002	1.2%	4.0%	1,148
Intra-Southeast Asia	142	204,643	-2.7%	6.6%	1,441
Russia Far East	90	98,412	-4.3%	-6.7%	1,093
Domestic - Japan	48	12,695	0.0%	26.1%	264
Domestic - China	415	629,802	1.7%	28.7%	1,518
Domestic - Philippines	34	18,655	7.0%	4.5%	549
Domestic - Vietnam	28	20,198	-3.0%	-8.9%	721
Domestic - Malaysia	19	14,345	35.6%	66.0%	755
Domestic - Indonesia	210	126,059	0.0%	10.1%	600
Intra-Europe	**696**	**1,155,843**	**2.6%**	**20.4%**	**1,661**
Intra-Iberia	54	63,620	0.5%	22.6%	1,178
Intra-Med	348	498,511	1.4%	23.1%	1,433
Intra-North Europe	217	265,946	8.9%	17.1%	1,226
North Europe-Med	77	327,766	0.1%	18.6%	4,257
Intra-North America	**23**	**47,129**	**0.0%**	**24.3%**	**2,049**
Jones Act	19	43,453	0.0%	27.0%	2,287
Canada	4	3,676	-0.4%	-0.4%	919
Tramp	**5**	**5,562**	**42.3%**	**NA**	**1,112**
Drydocked	**158**	**673,976**	**-18.4%**	**-29.2%**	**4,266**
Idle/Casualties	**79**	**131,116**	**-17.6%**	**-72.3%**	**1,660**
Total All Containerships	**6,352**	**28,248,770**	**0.8%**	**8.0%**	**4,447**

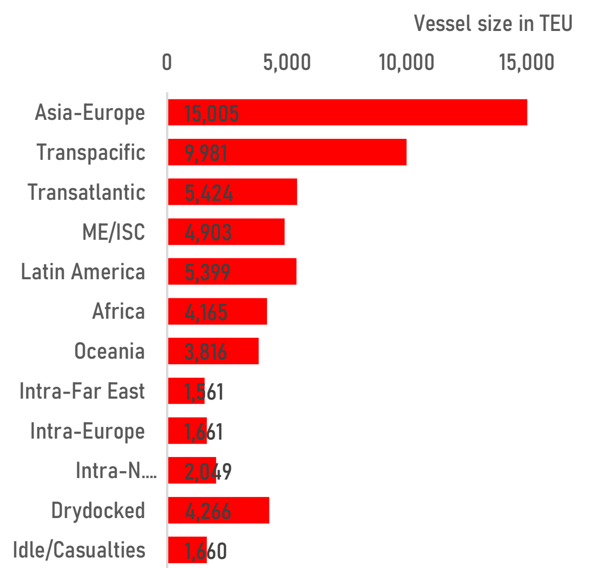
Deployment breakdown by vessel



Deployment breakdown by capacity

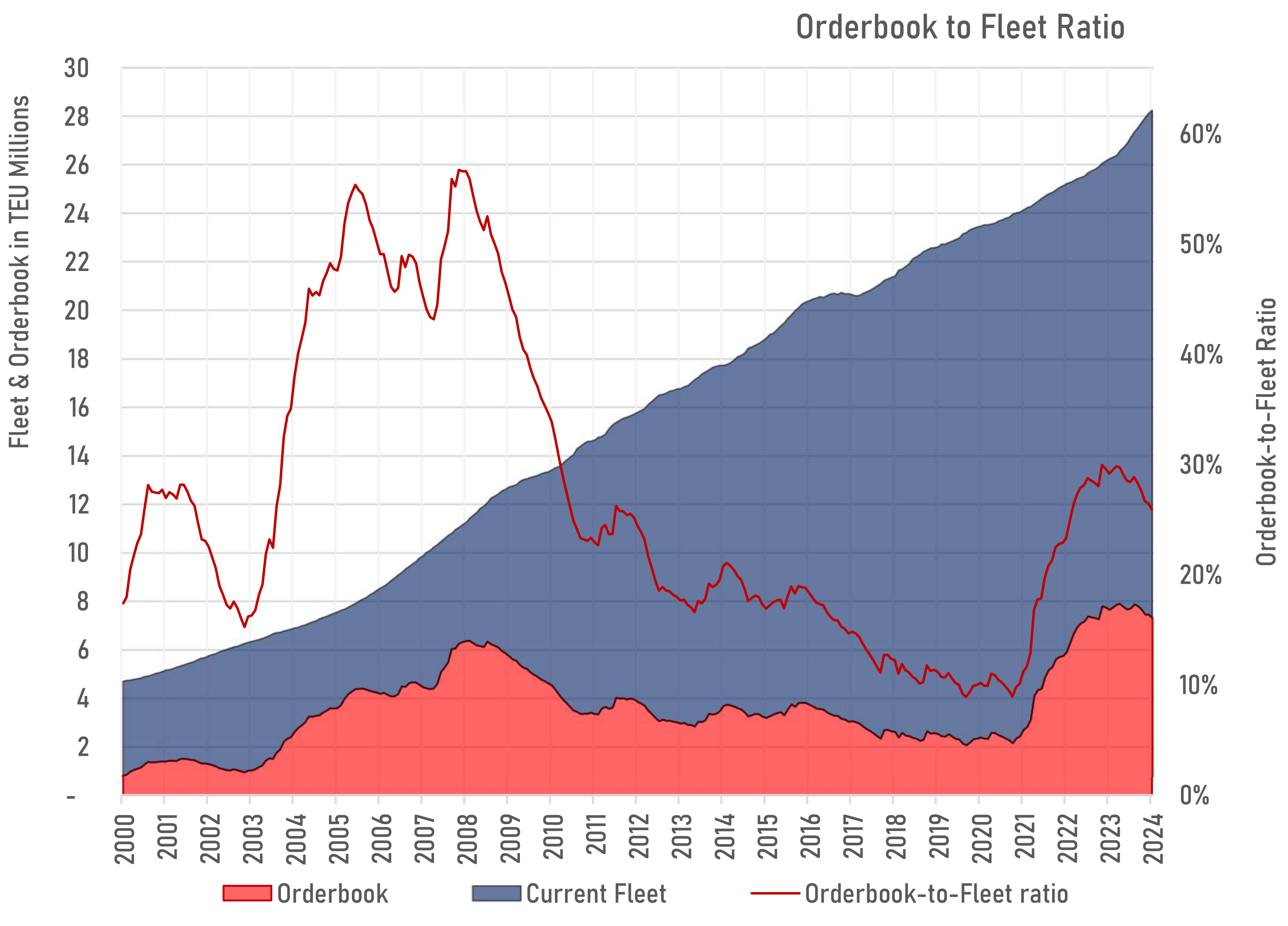


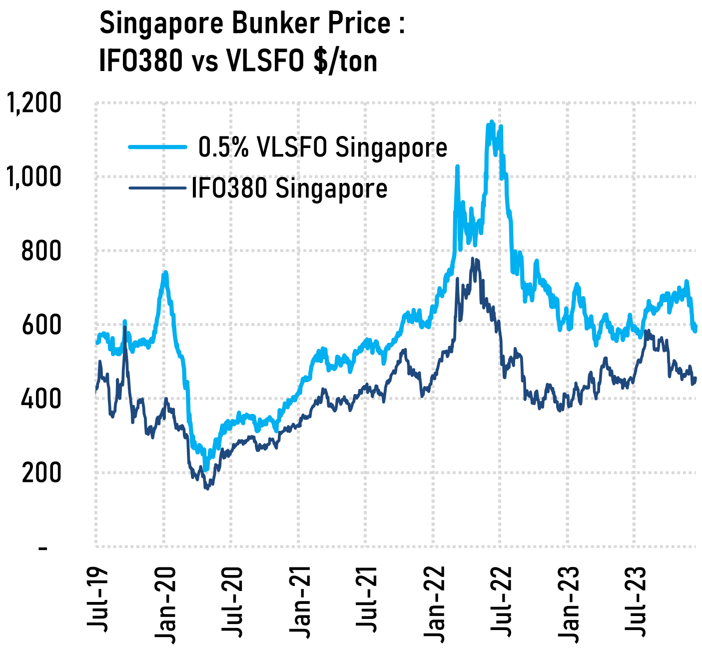
Average vessel size by trade

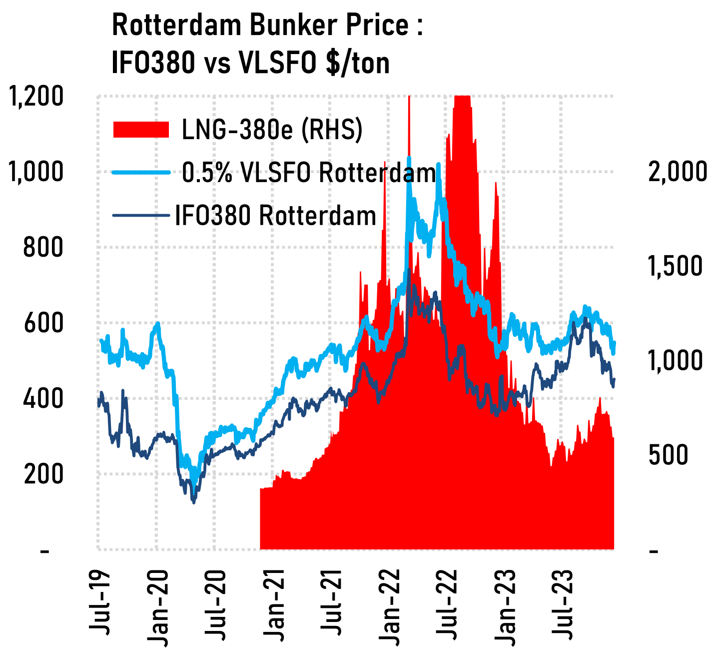


Global Containership Fleet and Orderbook Breakdown as at 18 December 2023

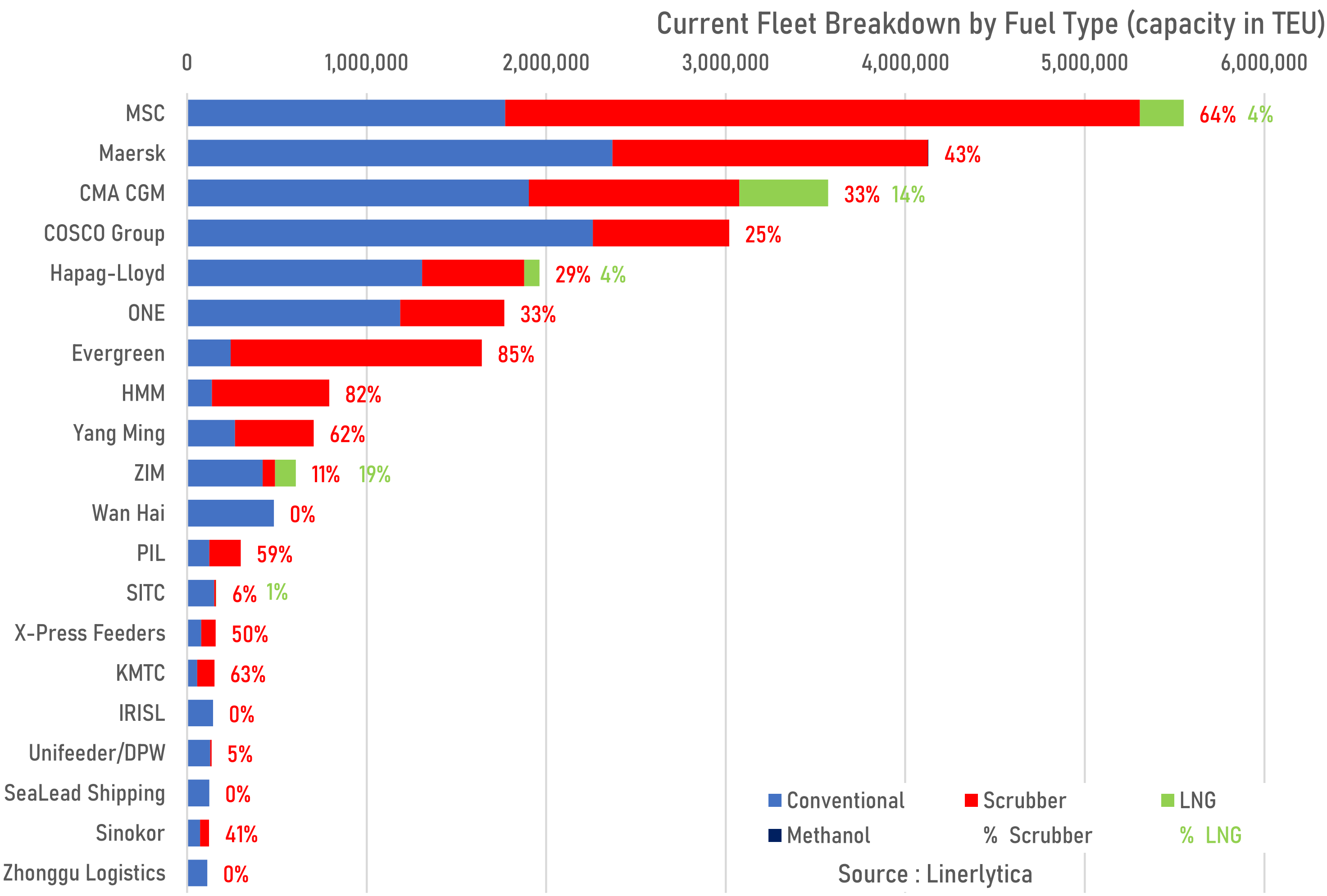
Vessel Class Breakdown	Vessel specification			Current Fleet		On order		Orderbook %	
	Nominal TEU	*LOA (m)*	*Beam (m)*	Units	TEU	Units	TEU	Units	TEU
ULCS	*18,000-24,400*	*395-400*	*58-62*	181	3,889,421	50	1,194,976	28%	31%
VLCS	*16,000-17,900*	*394-400*	*51-57*	31	537,433	0	0	0%	0%
VLCS (widebeam)	*15,200-16,200*	*350-355*	*53-54*	11	168,102	18	296,400	164%	176%
Neopanamax max	*13,300-16,000*	*364-370*	*50-51*	219	3,202,878	142	2,242,537	65%	70%
Neopanamax max (widebeam)	*12,600-15,300*	*330-336*	*50-51*	22	296,128	93	1,264,430	423%	427%
Supra neo-panamax	*12,900-14,600*	*364-370*	*48-49*	118	1,580,932	0	0	0%	0%
Supra neo-panamax (widebeam)	*8,700-12,800*	*299-337*	*48-49*	266	2,728,829	2	23,428	1%	1%
Handy neo-panamax	*7,400-11,700*	*318-370*	*43-46*	380	3,476,658	10	115,000	3%	3%
Handy neo-panamax (widebeam)	*5,500-10,500*	*240-316*	*43-46*	133	984,693	152	1,204,456	114%	122%
Over-panamax	*4,400-7,300*	*260-320*	*35-41*	371	2,251,892	0	0	0%	0%
Over-panamax (widebeam)	*3,500-5,900*	*219-260*	*35-41*	172	781,663	48	256,170	28%	33%
Maxi panamax	*4,100-5,300*	*281-294*	*32*	184	897,155	0	0	0%	0%
Panamax	*3,700-4,800*	*250-280*	*32*	345	1,482,147	0	0	0%	0%
Baby panamax	*2,600-3,800*	*220-247*	*32*	171	567,157	0	0	0%	0%
Feeder max	*1,500-4,000*	*187-226*	*24-37*	743	1,911,518	86	246,218	12%	13%
Chittagongmax	*1,300-2,950*	*174-186*	*24-36*	477	948,585	36	95,217	8%	10%
Bangkokmax	*1,160-2,500*	*163-172*	*25-32*	534	915,146	93	165,598	17%	18%
Feeder (European spec)	*700-1,400*	*126-163*	*18-26*	498	471,637	51	60,590	10%	13%
Feeder (Asian spec)	*650-1,430*	*125-165*	*18-26*	738	720,400	55	61,722	7%	9%
Small Feeder	*350-710*	*110-138*	*16-24*	307	170,157	13	7,942	4%	5%
Small	*80-520*	*50-110*	*11-25*	296	84,675	6	1,210	2%	1%
Other combination ship types with cellular capacity (incl roro/reefer/tank/passenger/converted ships)									
Combo Large (>20,000 dwt)				91	156,635	4	8,000	4%	5%
Combo Small (<20,000 dwt)				64	24,929	1	250	2%	1%
Total				6,352	28,248,770	860	7,244,144	14%	26%







Last week average	VLSFO $/mt	IFO380 $/mt	VLSFO-HSFO spread	LNG-380e $/mt	VLSFO-LNG spread
Rotterdam	534	439	95	592	-58
change vs last week	*-3%*	*-5%*	*4%*	*-9%*	*-42%*
change vs last year	*-2%*	*21%*	*-48%*	*-70%*	*-96%*
Singapore	593	450	142		
change vs last week	*-4%*	*-1%*	*-14%*		
change vs last year	*-6%*	*19%*	*-44%*		



Transpacific Capacity Deployment Watch (FE-West Coast North America)

Alliance	Service Name	Range	Last 13 wks ave. capacity in TEU
2M	TP1/Maple	PNW	7,360
	TP2/Jaguar	PSW	16,100
	TP6/Pearl	PSW	11,030
	TP8/Orient	PSW	10,840
	Chinook	PNW	8,140
	Sentosa	PSW	8,200
	TPX	PNW	4,870
Ocean Alliance	PNW1 DAH/OPNW/NP4	PNW	3,110
	PNW2 CPNW/MPNW	PNW	6,270
	PNW3 NWX/EPNW/TPN/NP3	PNW	6,430
	PNW4 TWPKS/CPNW/PE2	PNW	5,050
	PSW1 PRX/AAS2/PCS1/PRX/SC1	PSW	6,730
	PSW2 Bohai/CEN/PCN1/CC2	PSW	8,400
	PSW3 CJX/SEA2/SEAP/PE1	PSW	12,040
	PSW5 HBB/AAC2/CPS/CC5	PSW	8,740
	PSW6 SCS/SEA/PVCS	PSW	13,780
	PSW7 GEX/AAS3/PCS2/HTW/SC7	PSW	5,340
	PSW8 JDX/AAS4/TPA/SC8	PSW	5,530
	PSW9 HIX/AAC4/PCC1/CC9	PSW	11,230
	PSW10 Yangtse/AAC/VCS/SEA	PSW	7,190
	EX1	PSW	4,710
	EXX	PSW	4,130
THE Alliance	FP1/PS1/JPSW/JPX/Fuji	PSW	8,320
	PN1	PNW	6,680
	PN2	PNW	9,800
	PN3 (suspended)	PNW	2,330
	PN4	PNW	8,330
	PS3	PSW	8,830
	PS4	PSW	7,720
	PS5 (suspended)	PSW	0
	PS6	PSW	8,810
	PS7	PSW	11,940
	PSX/CP8 (ex PS8)	PSW	8,960
Matson	CLX	PSW	3,420
Matson	CLX+	PSW	3,750
SML	CPX	PSW	5,630
SML	PNS	PNW	2,390
WHL	AA3	PSW	4,560
ZIM	ZEX	PSW	1,000
Zim	ZNP (suspended)	PNW	0

Month	Week No.	No. of blanked/slipped sailings	Total capacity by week (incl other non-regular services)	Average weekly capacity by Month
May	18	14	255,360	298,595
	19	11	297,910	
	20	14	300,350	
	21	7	340,760	
Jun	22	8	299,870	310,298
	23	8	315,950	
	24	9	290,550	
	25	10	334,820	
Jul	26	17	216,690	263,038
	27	12	263,690	
	28	12	275,140	
	29	10	291,410	
	30	11	268,260	
Aug	31	14	299,260	328,125
	32	13	275,060	
	33	11	320,040	
	34	4	418,140	
Sep	35	14	232,640	297,310
	36	11	278,480	
	37	9	333,340	
	38	10	344,780	
Oct	39	15	260,750	255,818
	40	13	259,300	
	41	23	205,720	
	42	14	276,280	
	43	16	277,040	
Nov	44	12	312,280	296,073
	45	8	366,570	
	46	15	245,450	
	47	15	259,990	
Dec	48	7	304,260	310,724
	49	12	342,570	
	50	17	213,080	
	51	8	331,730	
	52	7	361,980	
Jan	1	8	342,020	300,683
	2	9	281,810	
	3	11	279,950	
	4	10	298,950	

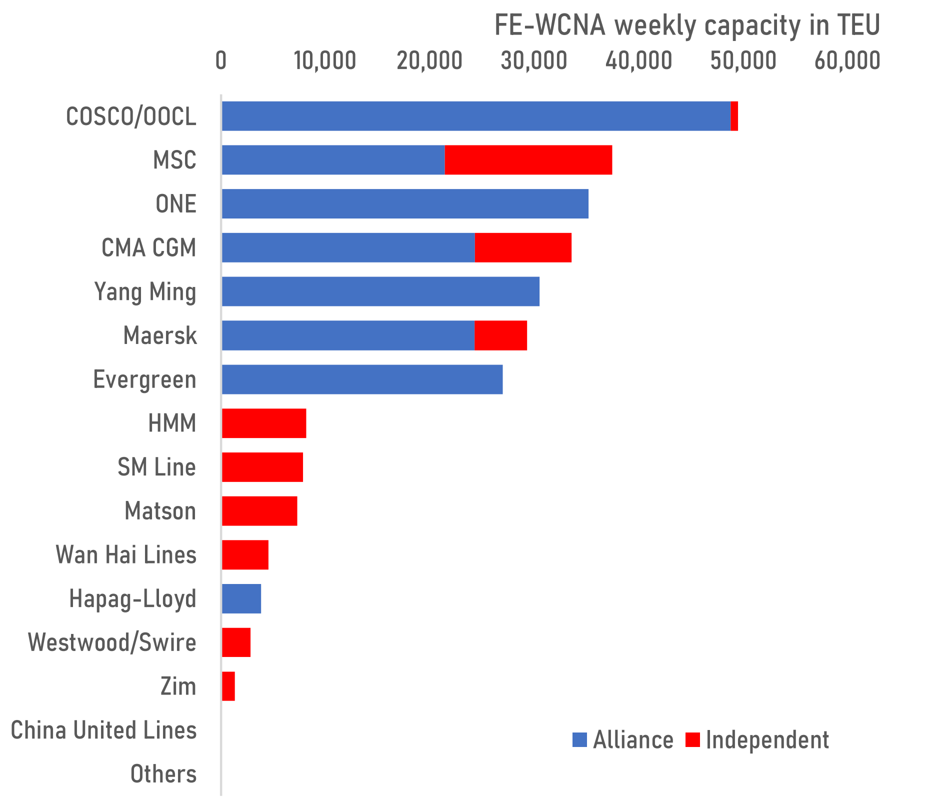
Legend: ⊕ Regular sailing; Alliance services; ⊕⊕ Bunched sailings; Non-alliance services; Blanked/slipped; Service suspended

Change in average weekly capacity

December vs November 2023	+5%
January 2023 vs December 2023	-3%

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

	Weekly capacity (TEU)	Capacity share	Change YoY
COSCO/OOCL	49,504	17.8%	25.6%
MSC	37,452	13.4%	46.1%
ONE	35,204	12.6%	20.1%
CMA CGM	33,561	12.1%	-6.4%
Yang Ming	30,502	11.0%	63.3%
Maersk	29,330	10.5%	6.5%
Evergreen	26,986	9.7%	-1.6%
HMM	8,185	2.9%	18.0%
SM Line	7,851	2.8%	-18.9%
Matson	7,327	2.6%	4.8%
Wan Hai Lines	4,567	1.6%	-49.4%
Hapag-Lloyd	3,841	1.4%	-50.0%
Westwood/Swire	2,843	1.0%	-15.9%
Zim	1,338	0.5%	-80.0%
China United Lines	0	0.0%	-100.0%
Others	0	0.0%	-100.0%
Total all carriers	278,493	100.0%	6.7%



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

		Month	May				Jun				Jul					Aug				Sep				Oct					Nov				Dec					Jan				Last 13 wks ave. capacity in TEU	Weekly Trend in TEU
		Week No.	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	1	2	3	4		
Alliance	Service Name	Range																																									
2M/Zim	TP-10/Amberjack/ZCP	Panama		⊕	⊕	⊕	⊕	⊕	⊕	⊕⊕	⊕	⊕		⊕	⊕⊕			⊕⊕	⊕	⊕	⊕	⊕	⊕⊕		⊕⊕		⊕		⊕⊕	⊕		⊕	⊕	⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	13,130	
	TP-11/Elephant/ZNF	Suez		⊕⊕		⊕	⊕	⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	6,860	
	TP-12/Empire/ZBA	Panama		⊕	⊕	⊕⊕	⊕	⊕		⊕⊕		⊕⊕			⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕⊕		⊕⊕			⊕	⊕⊕			⊕⊕		⊕	⊕⊕	⊕	⊕	⊕		⊕	⊕	⊕	8,450	
	TP-16/Emerald/ZSA	Panama		⊕⊕	⊕	⊕		⊕	⊕⊕	⊕	⊕	⊕		⊕⊕	⊕	⊕		⊕	⊕	⊕⊕		⊕	⊕⊕	⊕	⊕		⊕	⊕	⊕		⊕⊕		⊕⊕	⊕	⊕	⊕	⊕⊕	⊕	⊕	⊕	⊕	8,400	
	TP-17/America/Z7S	Suez	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	9,200	
	TP-18/Lone Star Exp/ZGC	Panama			⊕	⊕	⊕	⊕⊕	⊕⊕		⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕		⊕	⊕	⊕	⊕	⊕⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	5,270	
	TP-88/Pelican/ZGX	Panama		⊕	⊕⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕⊕	⊕	⊕	⊕		8,660	
	Santana	Panama	⊕⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕⊕		⊕	⊕	⊕	⊕		⊕⊕			⊕		⊕		⊕		⊕	⊕	⊕	⊕⊕		⊕	⊕	⊕	⊕	⊕⊕		⊕	⊕			10,310	
	TP20/EC Extra Loader	Panama					⊕				⊕	⊕			⊕	⊕		⊕⊕	⊕	⊕⊕	⊕	⊕	⊕		⊕⊕	⊕		⊕	⊕	⊕	⊕		⊕	⊕⊕		⊕	⊕	⊕	⊕	⊕	⊕	4,450	
	ZXB	Panama		⊕⊕		⊕⊕	⊕		⊕	⊕	⊕⊕	⊕		⊕	⊕	⊕		⊕⊕		⊕	⊕	⊕	⊕			⊕		⊕	⊕	⊕		⊕	⊕		⊕		⊕		⊕		⊕	4,390	
OCEAN Alliance	AWE1 Vespucci/ECC2/NUE	Panama	⊕	⊕		⊕⊕		⊕⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕		⊕	⊕⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	9,560	
	AWE2 Man.Br/ECX2/NUE2/AW1	Panama	⊕		⊕	⊕⊕		⊕	⊕	⊕	⊕	⊕		⊕		⊕⊕		⊕		⊕	⊕	⊕	⊕	⊕		⊕		⊕⊕	⊕		⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	10,750	
	AWE3 TWS/ECC1/AUE/AW5	Panama	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	11,880	
	AWE4 SAX/ECX1/AW2	Panama	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕		⊕		⊕	⊕			⊕⊕	⊕	⊕	⊕			⊕	⊕	⊕	⊕		⊕	⊕	⊕		⊕	⊕		⊕	⊕	9,930	
	AWE5 CJX/SEA2/SEAP/PE1	Suez	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	14,150	
	AWE7 CBX/ECC3	Panama	⊕		⊕		⊕		⊕	⊕	⊕	⊕	⊕	⊕			⊕	⊕			⊕	⊕		⊕		⊕		⊕		⊕	⊕		⊕		⊕		⊕		⊕	⊕		5,500	
	GME GMX/GCC2/PG7	Panama	⊕		⊕	⊕	⊕			⊕	⊕⊕	⊕	⊕	⊕	⊕			⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕			⊕⊕	⊕	7,050	
	GME2 PEX3/GCC1/PG6	Panama		⊕	⊕⊕	⊕	⊕	⊕	⊕	⊕		⊕⊕	⊕		⊕⊕	⊕		⊕	⊕⊕		⊕	⊕	⊕⊕	⊕	⊕			⊕	⊕	⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕		8,120	
	AWES/ISE	Suez	⊕		⊕	⊕	⊕	⊕		⊕	⊕⊕		⊕		⊕			⊕	⊕	⊕	⊕	⊕	⊕		⊕			⊕	⊕		⊕		⊕	⊕		⊕				⊕	⊕	2,230	
THE Alliance	EC1	Panama/Suez		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕			⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕		⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	11,130	
	EC2	Panama/Suez	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕⊕		⊕	⊕		⊕		⊕	⊕	⊕	⊕⊕	⊕		⊕⊕		⊕		⊕⊕				⊕⊕		⊕⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	10,200	
	EC4/SUEZ1 (suspended)	Suez		⊕		⊕	⊕		⊕⊕	⊕	⊕		⊕	⊕	⊕		⊕	⊕	⊕	⊕		⊕	⊕⊕	⊕	⊕		⊕	⊕		⊕	⊕											8,550	
	EC5/SUEZ2	Suez	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	11,870	
	EC6/AUG	Panama/Suez	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕		⊕⊕		⊕⊕	⊕	⊕		⊕⊕	⊕		⊕	⊕	6,850	
WHL/HL	AA7	Suez		⊕	⊕	⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕⊕		⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕		10,480	
	No. of blanked/slipped sailings		12	7	7	3	3	5	5	2	3	6	7	5	7	6	15	1	4	5	4	1	3	5	8	12	9	8	4	6	6	10	5	3	6	6	3	6	5	4	6		
	Total capacity by week (incl other non-regular services)		138,810	217,060	197,130	275,310	227,500	233,830	244,150	260,230	257,700	229,020	180,770	219,510	194,150	223,790	100,520	334,300	221,950	232,040	230,570	281,230	269,140	241,010	208,110	131,300	167,160	223,430	219,090	234,310	215,430	192,810	221,700	293,310	215,250	229,850	264,820	207,990	213,630	221,250	198,440		
	Average weekly capacity by Month		207,078				241,428				216,230					220,140				253,245				194,202					215,410				244,986					210,328					

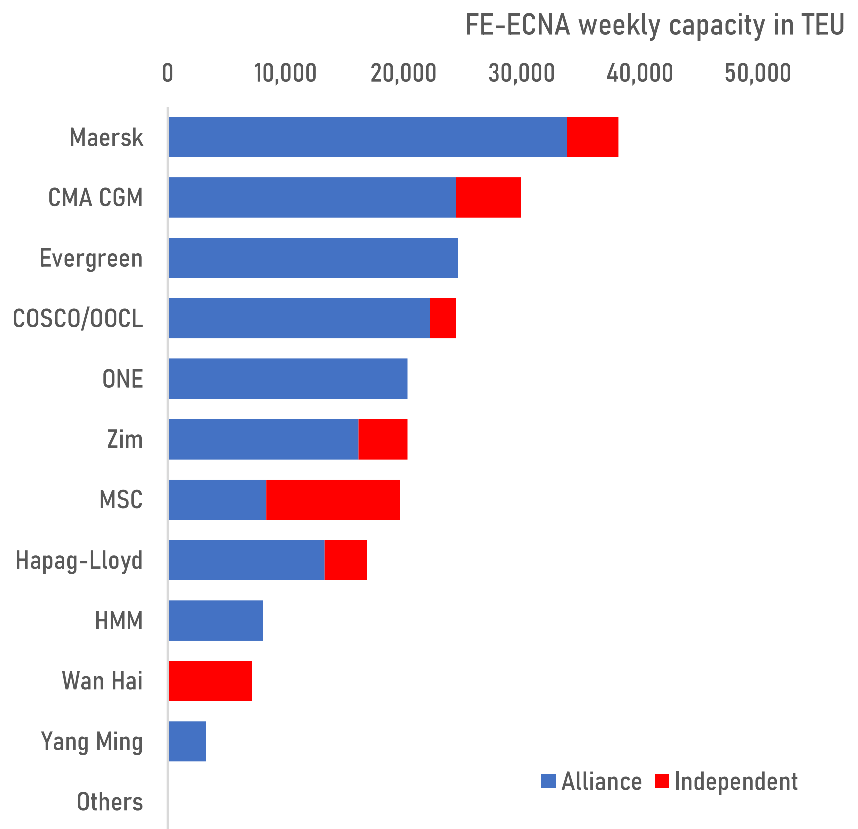
Legend:
- ⊕ Regular sailing
- ⊕⊕ Bunched sailings
- Blanked/slipped
- Alliance services
- Non-alliance services
- Service suspended

Change in average weekly capacity

December vs November 2023	+14%
January 2023 vs December 2023	-14%

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

	Weekly capacity (TEU)	Capacity share	Change YoY
Maersk	38,189	17.9%	0.4%
CMA CGM	29,917	14.1%	10.3%
Evergreen	24,573	11.5%	1.7%
COSCO/OOCL	24,450	11.5%	3.5%
ONE	20,332	9.6%	19.9%
Zim	20,331	9.6%	28.9%
MSC	19,709	9.3%	82.3%
Hapag-Lloyd	16,900	7.9%	129.9%
HMM	8,071	3.8%	-11.3%
Wan Hai	7,145	3.4%	14.0%
Yang Ming	3,249	1.5%	-40.2%
Others	0	0.0%	-100.0%
Total all carriers	212,867	100.0%	13.6%



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

Alliance	Service Name	Range	May 18	19	20	21	Jun 22	23	24	25	Jul 26	27	28	29	30	Aug 31	32	33	34
2M	AE5/Albatross	NC Balt		⊕	⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕
2M	AE55/Griffin	NCUK	⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕		⊕	⊕
2M	AE6/Lion	NCUK	⊕	⊕	⊕⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕⊕	⊕
2M	AE7/Condor	NCUK	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕
2M	AE10/Silk	NC Balt	⊕⊕	⊕		⊕⊕		⊕	⊕⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕
2M	Swan	NC Balt		⊕		⊕					⊕	⊕			⊕⊕		⊕	⊕	
Ocean Alliance	NEU1 FAL5/AEU1/LL1/NE1	NCUK Balt	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕
Ocean Alliance	NEU2 FAL2/AEU3/LL2/NE3	Med/NC	⊕⊕	⊕			⊕⊕		⊕⊕		⊕⊕		⊕		⊕	⊕⊕	⊕	⊕	⊕
Ocean Alliance	NEU3 FAL7/AEU7/LL3/NE7	NC		⊕	⊕		⊕	⊕	⊕	⊕		⊕	⊕	⊕		⊕	⊕		⊕
Ocean Alliance	NEU4 FAL1/AEU2/LL4	NC	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕
Ocean Alliance	NEU5 FAL3/AEU6/LL5	NCUK	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕
Ocean Alliance	NEU6 FAL6/AEU5/LL6/CEM	NCUK	⊕	⊕⊕	⊕	⊕	⊕		⊕⊕		⊕	⊕⊕	⊕		⊕⊕	⊕	⊕	⊕⊕	⊕
Ocean Alliance	NEU7 FAL8/AEU9/LL7/CES	NC		⊕⊕	⊕		⊕	⊕⊕		⊕	⊕	⊕⊕	⊕			⊕⊕	⊕		⊕
THE Alliance	FP1	NC	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕		⊕	⊕⊕	⊕	⊕	⊕	⊕
THE Alliance	FE2	NCUK	⊕⊕	⊕		⊕	⊕		⊕	⊕	⊕		⊕	⊕		⊕		⊕	⊕
THE Alliance	FE3	NC		⊕	⊕		⊕⊕		⊕⊕	⊕	⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕⊕
THE Alliance	FE4	NC	⊕	⊕		⊕	⊕		⊕	⊕	⊕		⊕	⊕⊕		⊕	⊕⊕		⊕
THE Alliance	FE5 (suspended)	NCUK	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕		⊕	⊕
	No. of blanked/slipped sailings		5	1	7	5	2	6	2	5	1	3	3	6	5	1	5	3	1
	Total capacity by week (incl other non-regular services)		312,730	376,210	245,900	259,570	344,330	254,680	409,620	265,560	337,440	333,770	283,220	264,550	355,940	362,220	270,290	351,730	340,580
	Average weekly capacity by Month		298,603				318,548				314,984					331,205			

Alliance	Service Name	Range	Sep 35	36	37	38	Oct 39	40	41	42	43	Nov 44	45	46	47	Dec 48	49	50	51	52	Jan 1	2	3	4	Last 13 wks ave. capacity in TEU
2M	AE5/Albatross	NC Balt	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	19,530
2M	AE55/Griffin	NCUK	⊕	⊕	⊕	⊕	⊕	⊕		⊕		⊕		⊕		⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	13,020
2M	AE6/Lion	NCUK	⊕	⊕	⊕	⊕	⊕		⊕		⊕		⊕	⊕	⊕	⊕		⊕		⊕	⊕	⊕	⊕	⊕	16,680
2M	AE7/Condor	NCUK	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	14,650
2M	AE10/Silk	NC Balt	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	19,050
2M	Swan	NC Balt			⊕⊕	⊕			⊕				⊕			⊕⊕	⊕	⊕	⊕	⊕	⊕⊕	⊕	⊕		4,550
Ocean Alliance	NEU1 FAL5/AEU1/LL1/NE1	NCUK Balt	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	18,310
Ocean Alliance	NEU2 FAL2/AEU3/LL2/NE3	Med/NC	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕		⊕⊕	⊕		⊕	⊕⊕		⊕	⊕	⊕	⊕	⊕	⊕	16,930
Ocean Alliance	NEU3 FAL7/AEU7/LL3/NE7	NC	⊕	⊕			⊕		⊕	⊕	⊕		⊕			⊕		⊕	⊕		⊕		⊕		11,630
Ocean Alliance	NEU4 FAL1/AEU2/LL4	NC	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕		⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕		⊕	16,180
Ocean Alliance	NEU5 FAL3/AEU6/LL5	NCUK	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	17,290
Ocean Alliance	NEU6 FAL6/AEU5/LL6/CEM	NCUK	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	23,100
Ocean Alliance	NEU7 FAL8/AEU9/LL7/CES	NC	⊕	⊕		⊕	⊕	⊕	⊕		⊕		⊕		⊕		⊕	⊕		⊕	⊕		⊕	⊕	13,450
THE Alliance	FP1	NC	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕		7,630
THE Alliance	FE2	NCUK	⊕	⊕	⊕⊕	⊕		⊕⊕		⊕	⊕		⊕⊕		⊕		⊕	⊕	⊕	⊕	⊕⊕		⊕	⊕⊕	15,000
THE Alliance	FE3	NC	⊕		⊕	⊕	⊕		⊕	⊕	⊕		⊕		⊕	⊕		⊕	⊕	⊕	⊕	⊕		⊕	15,330
THE Alliance	FE4	NC		⊕	⊕	⊕	⊕		⊕⊕	⊕		⊕	⊕	⊕			⊕⊕		⊕	⊕	⊕⊕	⊕	⊕	⊕	18,370
THE Alliance	FE5 (suspended)	NCUK	⊕	⊕	⊕	⊕	⊕		⊕		⊕	⊕		⊕	■	■	■	■	■	■	■	■	■	■	6,430
	No. of blanked/slipped sailings		2	3	2	1	2	7	3	7	3	8	4	5	6	6	6	4	3	2	1	4	4	4	
	Total capacity by week (incl other non-regular services)		324,220	288,060	362,320	318,110	318,720	236,470	323,710	217,140	303,490	200,770	318,080	251,680	242,940	249,230	301,520	272,900	307,850	313,850	383,510	264,240	278,620	310,320	
	Average weekly capacity by Month		323,178				279,906					253,368				289,070					309,173				

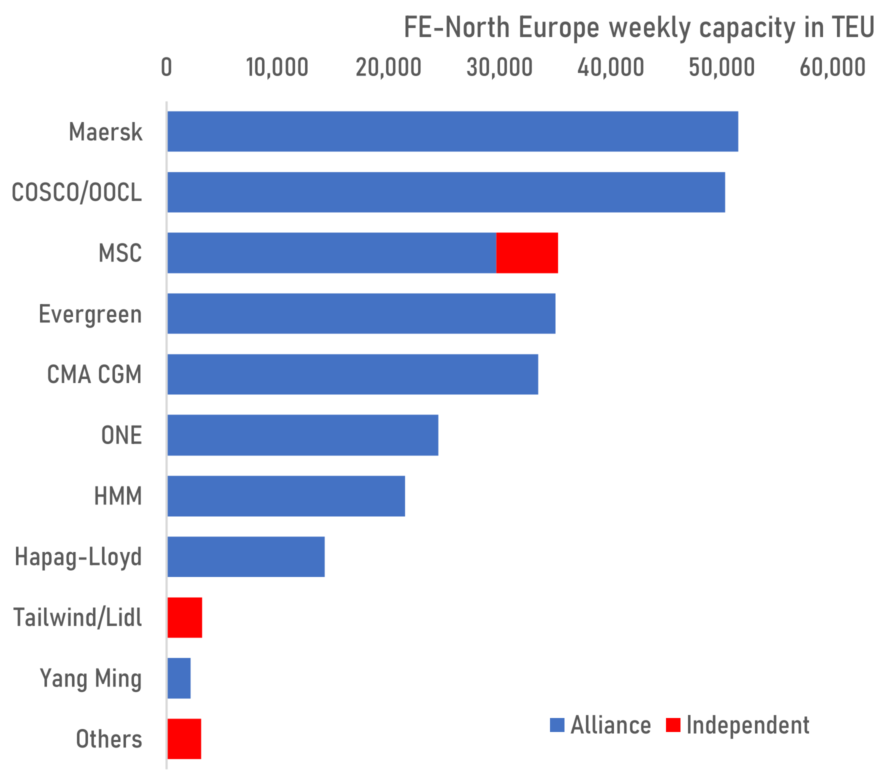
Legend:
- ⊕ Regular sailing
- ⊕⊕ Bunched sailings
- Blanked/slipped
- Alliance services
- Non-alliance services
- ■ Service suspended

Change in average weekly capacity

December vs November 2023	+14%
January 2023 vs December 2023	+7%

Far East-North Europe : Capacity Share by Carrier

	Weekly capacity (TEU)	Capacity share	Change YoY
Maersk	51,484	18.8%	-2.4%
COSCO/OOCL	50,294	18.3%	26.8%
MSC	35,260	12.9%	45.5%
Evergreen	35,013	12.8%	-11.7%
CMA CGM	33,472	12.2%	-8.7%
ONE	24,482	8.9%	20.0%
HMM	21,464	7.8%	-10.3%
Hapag-Lloyd	14,256	5.2%	-16.6%
Tailwind/Lidl	3,210	1.2%	170.3%
Yang Ming	2,166	0.8%	-60.1%
Others	3,109	1.1%	-16.6%
Total all carriers	274,211	100.0%	3.6%



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

		Month	May				Jun				Jul					Aug				Sep				Oct					Nov				Dec					Jan				Last 13 wks ave. capacity in TEU	Weekly Trend in TEU
		Week No.	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	1	2	3	4		
Alliance	Service Name	Range																																									
2M	AE11/Jade	West Med		⊕	⊕	⊕⊕		⊕	⊕⊕	⊕	⊕		⊕	⊕	⊕	⊕		⊕	⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	22,000	
	AE12/Phoenix	Adriatic	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕⊕	⊕		⊕	⊕⊕		⊕		⊕⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	12,940	
	AE15/Tiger	East Med	⊕		⊕⊕		⊕	⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	17,820	
	Dragon	West Med		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕⊕		⊕		⊕	⊕⊕		⊕	⊕	⊕					⊕	⊕	⊕	⊕	⊕	⊕⊕	⊕	⊕	⊕	⊕			10,920	
Ocean Alliance	MED1 MEX2/AEM1/WM1/MD2	West Med	⊕	⊕	⊕		⊕⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕⊕			⊕⊕	⊕		⊕	⊕	⊕	⊕		⊕	⊕		⊕	⊕		⊕		⊕	⊕	⊕		⊕	9,600	
	MED2 MEX1AEM2/WM2/MEX1	West Med	⊕	⊕	⊕		⊕⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕⊕		⊕	⊕	⊕		⊕	⊕		⊕⊕	⊕		⊕	⊕	⊕		⊕⊕		⊕	⊕	⊕	⊕⊕	⊕		⊕	⊕		13,150	
	MED3 BEX/AEM3/EM1/BEX	Black Sea	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕			⊕⊕		⊕⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕⊕		⊕		⊕		⊕		⊕	⊕		⊕⊕		⊕	⊕	⊕	⊕	5,470	
	MED5 PHOEX/AEM6/AAS/BEX2	Adriatic		⊕	⊕	⊕	⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕		⊕		⊕	⊕			⊕	6,700	
	TLE (suspended)	East Med											⊕	⊕	⊕	⊕	⊕	⊕																								0	
THE Alliance	MD1	West Med	⊕	⊕		⊕		⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕⊕		⊕	⊕	⊕	⊕			⊕	⊕	⊕	⊕⊕	⊕		⊕⊕		⊕⊕	⊕	⊕	13,660	
	MD2	West Med		⊕⊕	⊕		⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕			⊕	⊕	⊕⊕		⊕	⊕	⊕		⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕		11,650	
	MD3	East Med		⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕			⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕		⊕⊕		⊕		⊕	⊕	⊕	⊕		⊕	⊕		⊕	10,510	
	FIM	West Med																	⊕		⊕		⊕		⊕				⊕							⊕			⊕		⊕	2,220	
Zim	ZMP	East Med	⊕	⊕	⊕		⊕⊕	⊕	⊕		⊕⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕		⊕	⊕	⊕	⊕	⊕	⊕	⊕	⊕			⊕	⊕	⊕		⊕		⊕		⊕	3,840	
	No. of blanked/slipped sailings		7	4	3	7	4	4	4	4	4	4	3	2	1	6	5	2	4	5	2	4	5	4	1	8	6	7	3	7	5	6	2	5	3	5	4	6	2	7	4		
	Total capacity by week (incl other non-regular services)		105,670	145,100	191,170	127,840	159,730	175,900	184,970	161,270	165,760	142,530	160,220	174,370	205,950	123,450	122,340	174,800	163,280	150,540	213,760	194,030	134,700	159,110	201,160	84,260	121,160	106,030	194,400	112,880	162,340	121,770	171,750	132,570	202,300	163,590	165,490	120,700	191,590	113,910	134,030		
	Average weekly capacity by Month		142,445				170,468				169,766					145,968				173,258				134,344					147,848				167,140					140,058					

Legend:

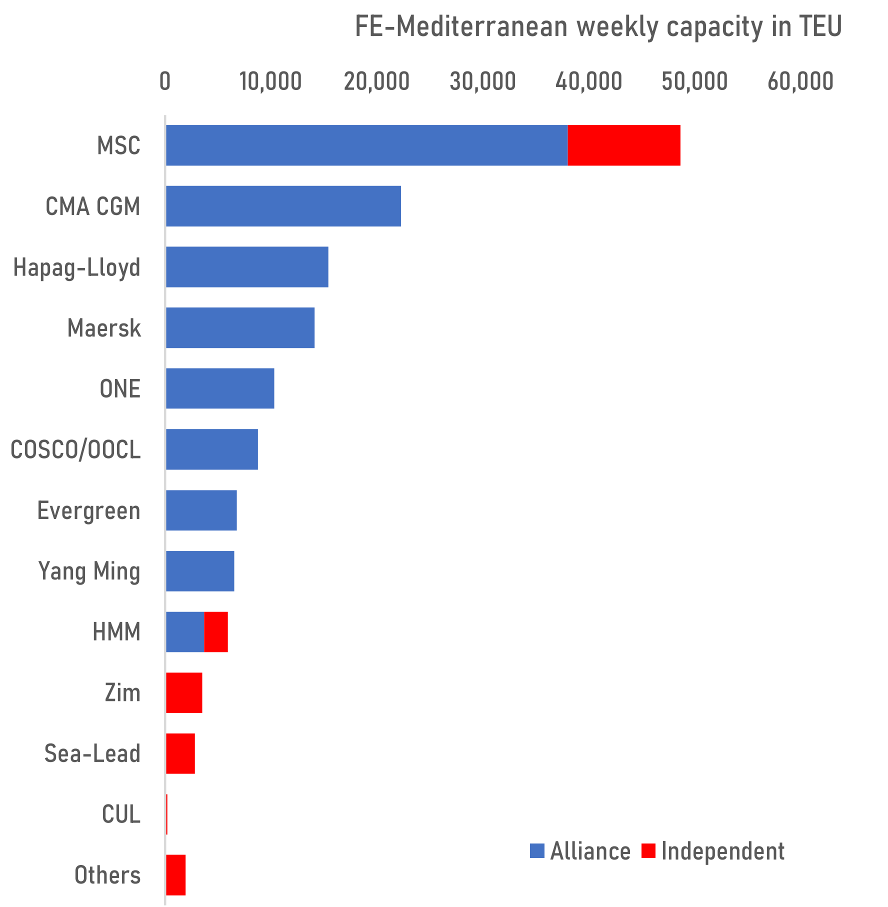
⊕ Regular sailing	⊕⊕ Bunched sailings
Alliance services	Non-alliance services
Blanked/slipped	Service suspended

Change in average weekly capacity

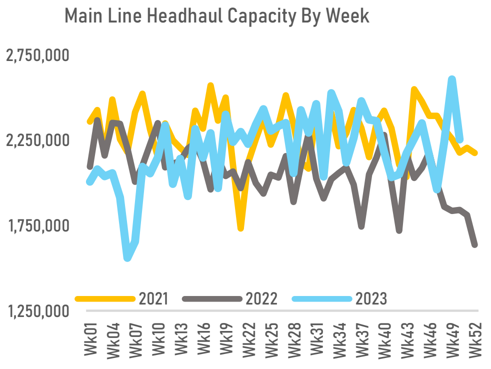
December vs November 2023	+13%
January 2023 vs December 2023	-16%

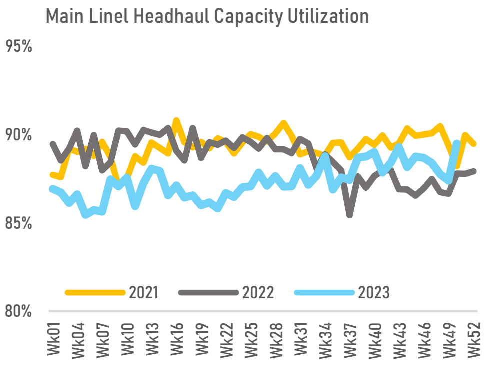
Far East-Mediterranean : Capacity Share by Carrier

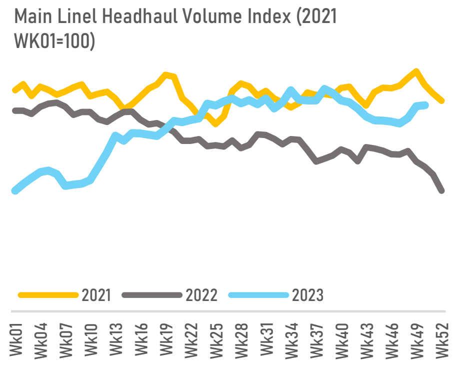
	Weekly capacity (TEU)	Capacity share	Change YoY
MSC	48,646	33.0%	47.5%
CMA CGM	22,290	15.1%	17.7%
Hapag-Lloyd	15,430	10.5%	2.8%
Maersk	14,117	9.6%	8.4%
ONE	10,299	7.0%	84.3%
COSCO/OOCL	8,782	6.0%	-19.4%
Evergreen	6,767	4.6%	9.0%
Yang Ming	6,531	4.4%	0.0%
HMM	5,915	4.0%	NA
Zim	3,514	2.4%	-19.6%
Sea-Lead	2,825	1.9%	98.1%
CUL	209	0.1%	-59.2%
Others	1,943	1.3%	72.4%
Total all carriers	147,267	100.0%	26.3%

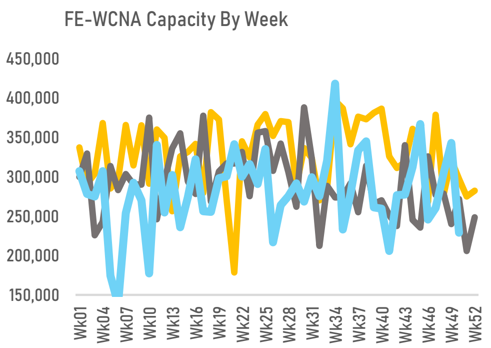


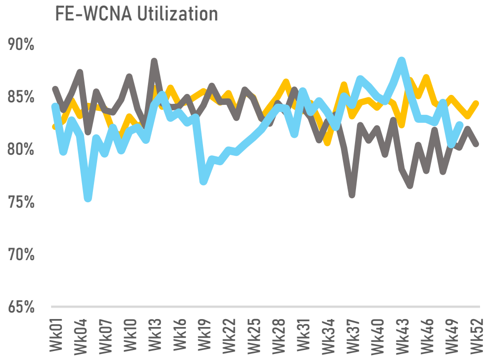
Weekly capacity is based on average of capacity deployed over the last 13 weeks
Others include X-Press Feeders, Akkon, RIF Line/Kalypso, Ellerman, Safetrans, Sinokor, OVP Shipping, Zhonggu.

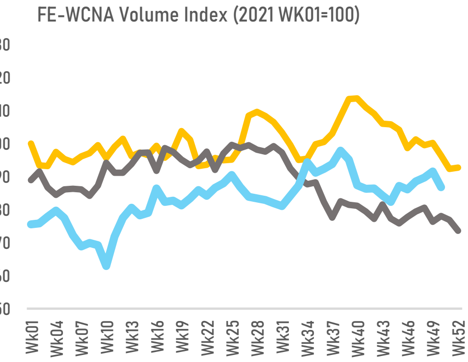


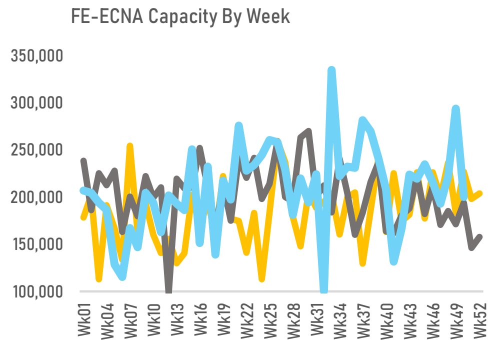


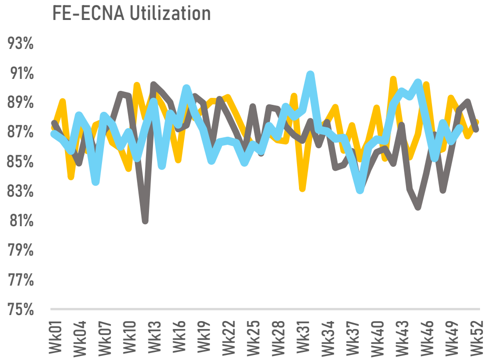


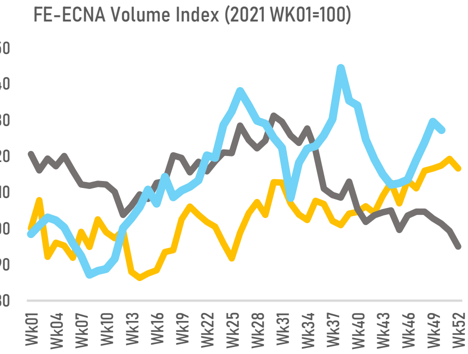


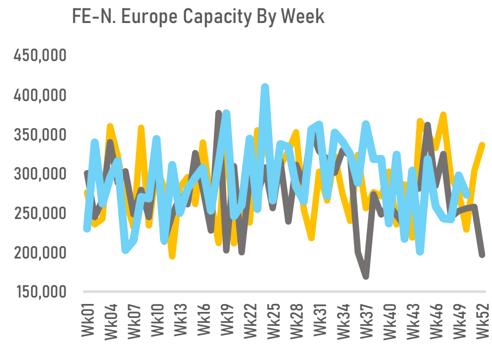


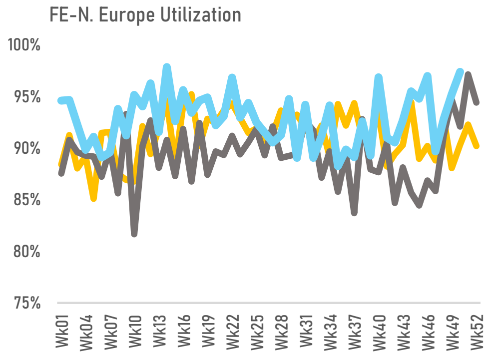


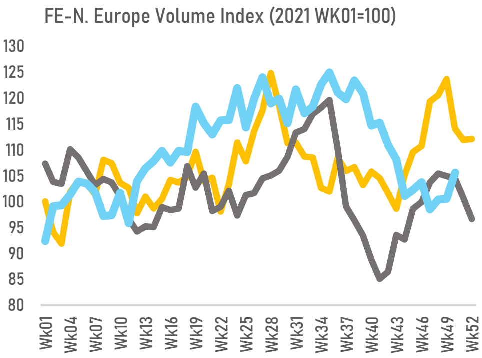


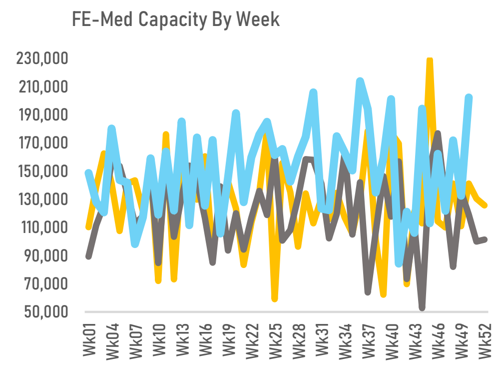


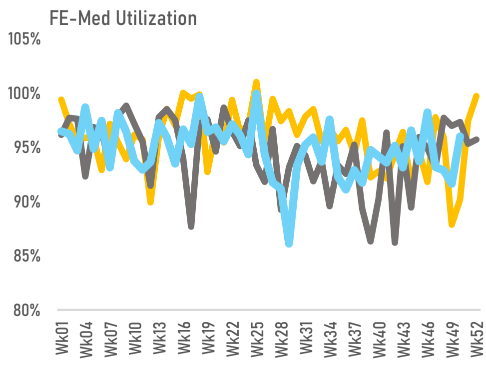


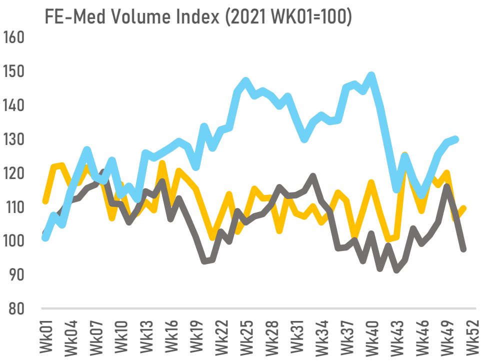




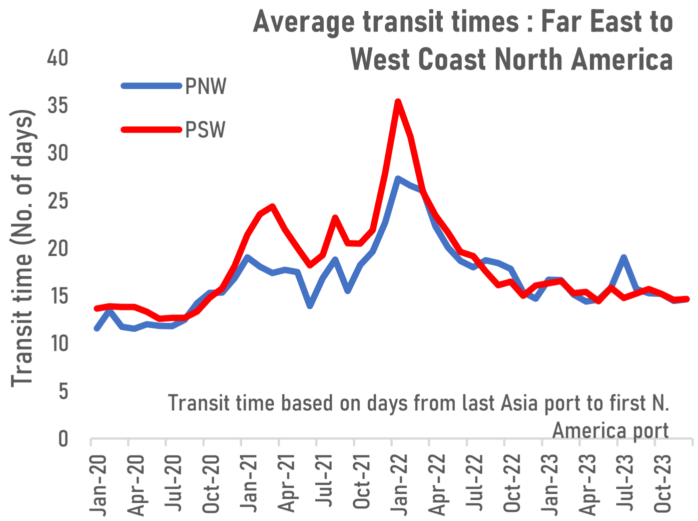


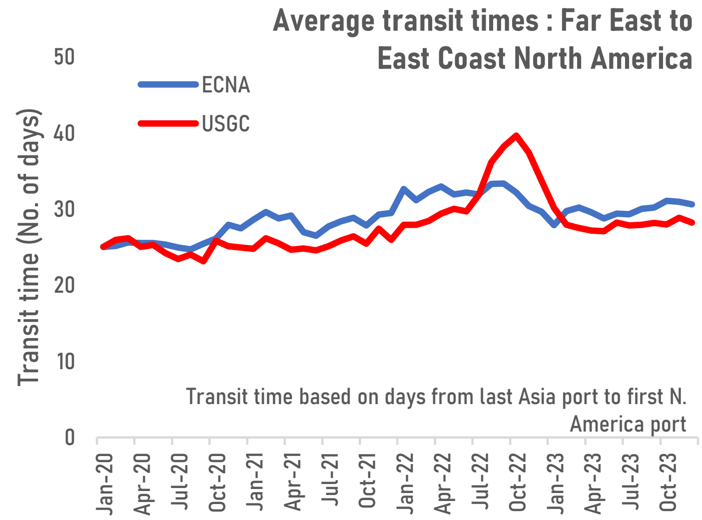


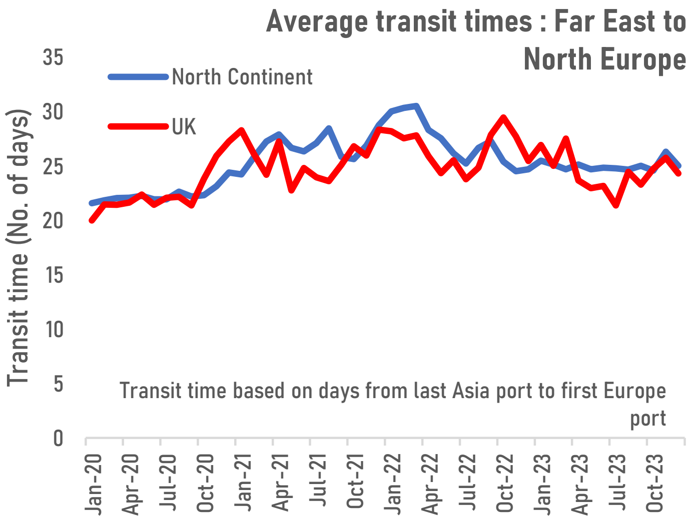


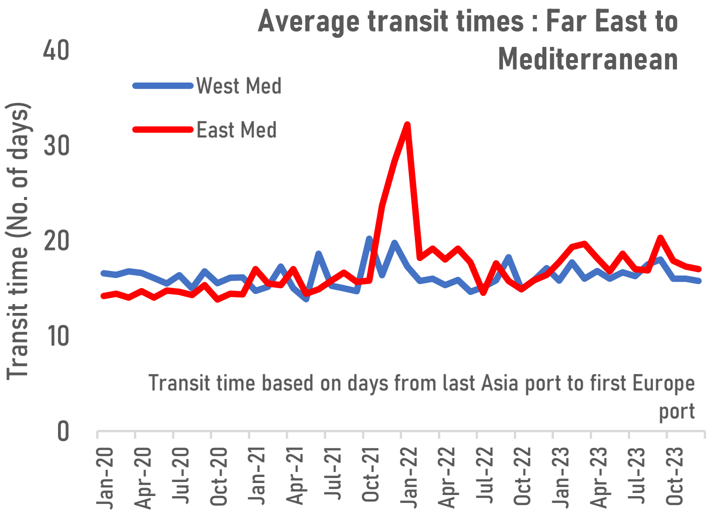


Note: (1) The weeks in x-axis are based on capacity by departure week from last Far East port. (2) The utilisation figures are derived from cargo weight and may differ from TEU capacity utilisation. (3) The Volume Index is on 6-week moving average while the Weekly Capacity is the actual/scheduled for the week.







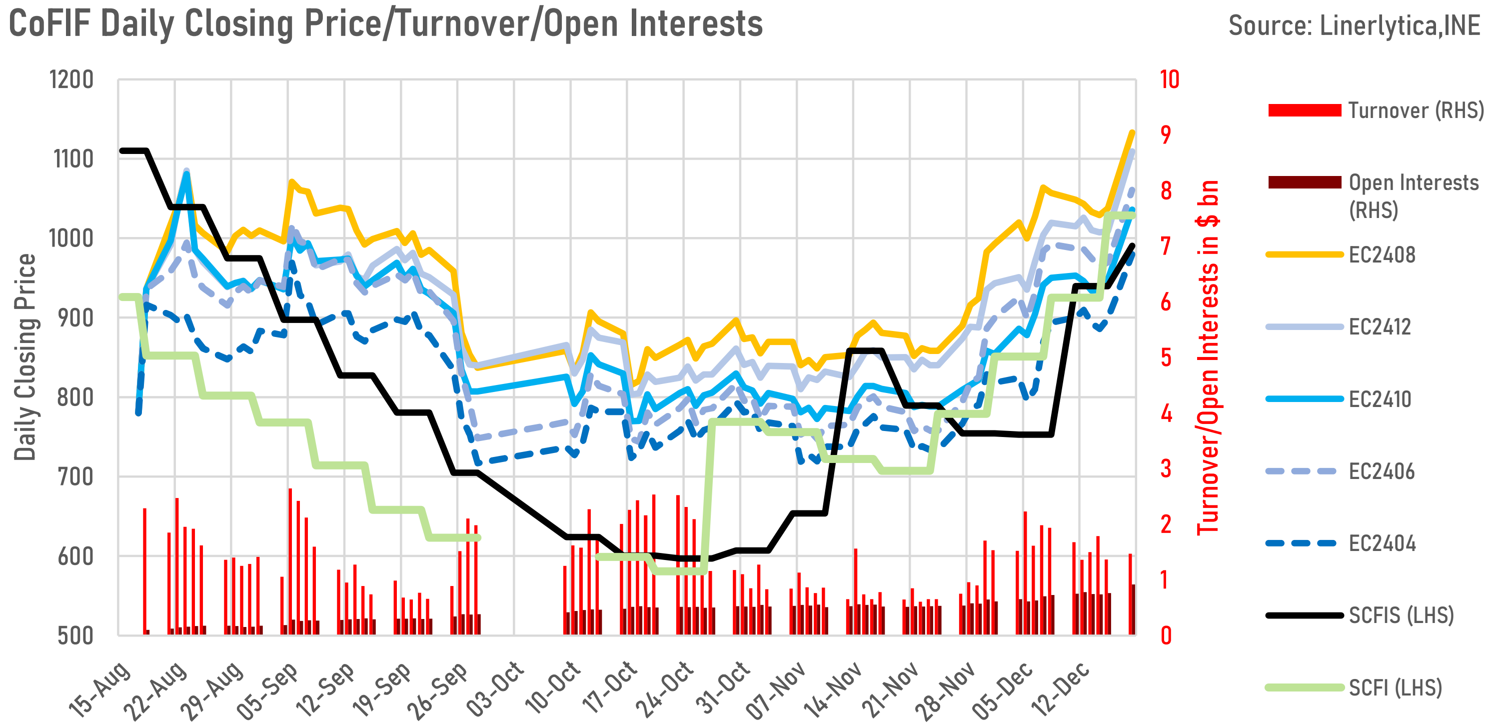


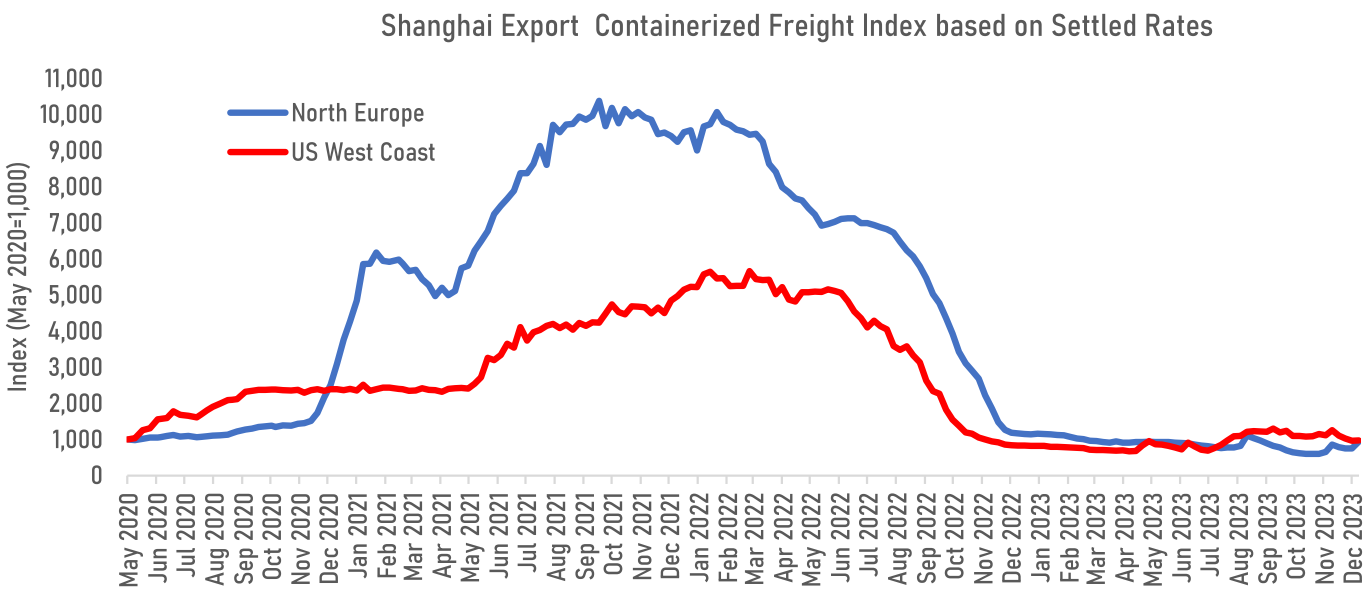
	16 Dec-23	9 Dec-23	WoW	Nov-23	MoM	Dec-22	YoY	FY2022	FY2021	FY2020
PNW										
Prince Rupert	13.2	13.2	0%	12.6	5%	13.5	-3%	18	14	14
Seattle	12.4	12.4	0%	13.6	-9%	13.6	-9%	18	23	14
Tacoma	14.6	14.6	0%	15.9	-8%	17.3	-16%	20	18	13
Vancouver (BC)	15.9	15.9	0%	15.9	0%	15.3	4%	26	20	13
PSW										
Long Beach	14.8	14.8	0%	14.3	3%	16.7	-11%	22	21	14
Los Angeles	15.5	15.5	0%	15.3	1%	16.0	-3%	23	24	14
ECNA										
Baltimore	39.0	39.0	0%	40.5	-4%	31.2	25%	30	32	28
Charleston	32.6	32.6	0%	36.5	-11%	27.9	17%	31	28	28
Halifax	28.2	28.2	0%	28.1	0%	28.6	-1%	27	26	24
New York	30.6	30.6	0%	31.4	-2%	28.8	6%	34	28	26
Savannah	32.1	32.1	0%	30.2	6%	34.0	-5%	32	29	25
USGC										
Houston	28.0	28.0	0%	28.6	-2%	33.2	-16%	32	25	25
West Med										
Marsaxlokk	15.7	15.7	0%	16.0	-2%	15.8	-1%	16	15	15
East Med										
Piraeus	16.4	16.4	0%	16.7	-2%	16.5	-1%	18	17	14
North Europe										
Antwerp	26.0	26.0	0%	26.1	-1%	22.8	14%	27	24	21
Bremerhaven	25.5	25.5	0%	28.0	-9%	24.7	3%	26	29	25
Le Havre	NA	NA	NA	0.0	NA	19.0	NA	27	22	23
Rotterdam	24.5	24.5	0%	25.8	-5%	23.9	3%	27	27	22
UK										
Felixstowe	22.0	22.0	0%	23.1	-5%	22.5	-2%	25	24	21
Southampton	27.8	27.8	0%	30.4	-8%	30.9	-10%	29	25	21

CoFIF trade halted on limit up on 18 December

CoFIF traders took profit last week with near-term contracts gaining favour over the longer dated contracts despite of the 25% jump in the SCFIS index last week. The mood turned bullish again following the Red Sea disruptions over the weekend, which sent all CoFIF contracts to their daily limit up on 18 Dec, forcing a trading halt for the first time since CoFIF was launched in August. Rates are expected to strengthen in the coming week until the Red Sea situation is resolved.

	Closing Price			Avg Daily Volume (contracts)			Avg Daily Turnover ($ mn)			Open Interest (contracts)		
Contracts	15-Dec	8-Dec	WoW	Week 50	Week 49	WoW	Week 50	Week 49	WoW	15-Dec	8-Dec	WoW
EC2404	899	894	1%	202,365	255,189	-21%	1,266	1,473	-14%	77,641	70,407	10%
EC2406	970	993	-2%	36,502	52,947	-31%	248	346	-28%	32,354	34,394	-6%
EC2408	1,038	1,057	-2%	1,690	3,388	-50%	12	24	-50%	2,792	3,013	-7%
EC2410	948	950	0%	332	719	-54%	2	5	-51%	3,162	3,296	-4%
EC2412	1,009	1,020	-1%	47	115	-59%	0	1	-57%	616	608	1%
Total				240,935	312,357	-23%	1,528	1,848	-17%	116,565	111,718	4%





MSC upgrades Jaguar transpacific service to 19,000 teu scale with ships redeployed from Suez routes

MSC has upgraded its FE-US West Coast Jaguar service to the 19,000 teu scale with ships that have been redeployed from the Asia-Europe routes due to their Israeli links. The Jaguar service calls at Nansha, Yantian, Ningbo, Shanghai, Long Beach, Busan, Nansha and used ships of 13,000 to 19,000 teu previously.

Since the Hamas-Israel conflict started in October and attacks on vessel traffic on the Red Sea has escalated in recent weeks, MSC has shifted 6 ships of 16,500-19,500 teu owned by Zodiac Maritime and Eastern Pacific Shipping to the Jaguar service from their previous Asia-Europe deployment, joining 2 ships from the same owners that were already deployed on the service.

The average vessel capacity on the service has been increased from 16,500 teu to 18,300 teu as a result of the upgrade. The larger ships on the Jaguar service requires 6-8 days of berthing time at Long Beach where they are handled at the MSC owned Total Terminals International (TTI) Pier T.

Zim hikes rates on Asia-Mediterranean ZMP service after ships rerouted to Cape route

Zim has announced higher rates for its Asia-Med Zim Med Premium (ZMP) service that has been rerouted to the Cape route from its regular Suez routing from December 2023 in order to avoid the Houthi attacks on ships using the Red Sea passage.

The lengthened ZMP routing will raise the total roundtrip time to 15 weeks compared to 10 weeks previously. The service will retain it current calls at Busan, Qingdao, Ningbo, Shanghai, Dachan Bay, Port Klang, Haifa, Ashdod, Mersin, Yarimca, Ambarli, Port Klang, Dachan Bay, Xiamen, Busan, with additional ships of 4,000-6,000 teu to be added to the 10 ships currently deployed.

SITC launch CJV7 service

SITC will launch a new China Japan Vietnam 7 (CJV7) service from 22 December 2023 to call at Ningbo, Shanghai, Hakata, Moji, Tokuyama Kudamatsu, Shanghai, Ningbo, Xiamen, Danang, Haiphong, Ningbo. The service will turn in 3 weeks and will deploy 3 ships - the 907 teu SITC TIANJIN, 1,011 teu SITC SHIDAO and 1,403 teu SITC QINZHOU.

Summary of new service launches

Service Name	Operator	Route	Rotation	Ships deployed	Launch Date
SE8 service	Maersk	NEA-SEA	Jakarta, Tanjung Pelepas, Port Klang, Haiphong, Qinzhou, Port Klang, Singapore, Jakarta	3 x 1,000-1,700 teu	8 Nov 2023
Jeddah Hodeidah X-Press (JHX)	X-Press	Intra-ME/ISC	Jeddah, Djibouti, Hodeidah, Jeddah	2 x 1,645-1,866 teu	10 Nov 2023
ZIM Albatross (ZAT)	ZIM	FE-WCCA/WCSA	Xingang, Qingdao, Shanghai, Ningbo, Busan, Lazaro Cardenas, Buenaventura, Guayaquil, Callao, San Antonio, Busan, Xingang	11 x 3,534-4,250 teu	12 Nov 2023
Mediterranean-South America (MEDSA) service	SeaLead	Am-AFR	Casablanca, Itapoa, Paranagua, Santos, Casablanca.	1 x 1,723 teu	13 Nov 2023
Thailand Singapore Express (TSX) feeder service	ONE	Intra-SEA	Laem Chabang, Singapore, Laem Chabang	1 x 4,432 teu	14 Nov 2023
Panama Venezuela X-Press (PVX) service	X-Press	SAM Local	Manzanillo (Pan), Cartagena, La Guaira, Puerto Cabello, Manzanillo (Pan)	1 x 2,526 teu	15 Nov 2023
Asia Subcontinent Express 2 (AS2) service	CMA CGM / COSCO	FE-ISC	Shanghai, Ningbo, Shekou, Singapore, Colombo, Mundra, Nhava Sheva, Singapore, Shanghai	5 x 4,200-6,300 teu	16 Nov 2023
Transpacific Semi-Liner Service	Swire Projects	Transpacific	Qingdao, Taicang, Everett, Vancouver, Qingdao	3 x 1553 teu	18 Nov 2023
ZIM eCommerce Xpress (ZEX)	ZIM	FE-WCNA	Xiamen, Yantian, Los Angeles, Xiamen	6 x 4,200 teu	19 Nov 2023
Pusan-China-Indonesia 2 (PCI2) service	Sinokor	NEA-SEA	Busan, Kwangyang, Singapore, Jakarta, Haiphong, Shekou, Shantou, Xiamen, Incheon, Ulsan, Busan	4 x 1,800-2,100 teu	22 Nov 2023
UAE-India Sub-Continent Gulf 2 (UIG2) service	COSCO / OOCL	Intra-ME/ISC	Busan, Kwangyang, Singapore, Jakarta, Haiphong, Shekou, Shantou, Xiamen, Incheon, Ulsan, Busan	3 x 1,714-2,174 teu	22 Nov 2023
Wilmington-North Central America service	Seaboard Marine	USEC-Centram	Santo Tomas de Castilla, San Salvador, Puerto Cortes, Managua, Philadelphia, Wilmington, Santo Tomas de Castilla	2 x 1,800 teu	26 Nov 2023
China Japan Express (CJX) service	ZIM / GSL	NEA-SEA	Lianyungang, Shanghai, Tokyo, Yokohama, Nagoya, Lianyungang	2 x 1,012-1,054 teu	27 Nov 2023
China Japan Vietnam 7 (CJV7) service	SITC	NEA-SEA	Ningbo, Shanghai, Hakata, Moji, Tokuyama Kudamatsu, Shanghai, Ningbo, Xiamen, Danang, Haiphong, Ningbo	3 x 907-1,407 teu	22 Dec 2023
Vietnam Singapore Express (VSX) service	ONE / Hai An	Intra-SEA	Haiphong, Cai Mep, Singapore, Ho Chi Minh City, Haiphong	2 x 1,577 teu	4 Jan 2024
KTX4	COSCO / OOCL	NEA-SEA	Manila (North & South), Hong Kong, Shekou, Osaka, Kobe, Tokyo, Yokohama, Kaohsiung, Hong Kong, Manila.	TBA	8 Jan 2024