

## **Global Research Marketing**

# Red Sea not calm but coalition ramping; duration is key

### **Building Red Sea Tail Risks**

Starting in mid-December, ships began diverting away from the Red Sea and Suez Canal after intensifying attacks by Houthi rebels around the Bab-el-Mandeb strait. Shipowners previously focused on redeploying Israeli-owned ships, but we are seeing more vessels divert, with larger shipping companies including MSC, Maersk and Euronav announcing diversions in response to the attacks. Diverted ships are now traveling around Africa's Cape of Good Hope, resulting in voyages that last 1-2 weeks more and higher costs. Looking to address these threats, the US announced Operation Prosperity Guardian on December 18, a coalition of about 20 nations with the goal of "ensuring freedom of navigation for all countries" passing through the Red Sea. Maersk resumed Red Sea transits after news of the coalition only to pause them again after an attack on 12/30.

### Container demand could be boosted by 9%

About 28% of container shipping volumes travel through the Suez Canal/Red Sea (Exhibit 1). Nathan Gee estimates that if all sailings were diverted away from the Red Sea, container demand could increase by 9% and earnings for APAC shipping companies could be boosted by up to 10-20% of market cap on two months of disruption as tightening capacity would help pricing and volumes.

### **Duration matters, so does the Chinese New Year**

The pre-Chinese New Year (CNY) mini peak in exports could be disrupted but Nathan Gee's view is that supply chains and rates will have a chance to normalize during the export lull in Feb/Mar, post CNY. If disruptions last longer than ~2 months, the boost to earnings for shipping companies could be greater than 10-20% of market cap, especially in a busier shipping period.

### US Navy could defend and escort commercial vessels

On December 19, Ron Epstein and Ken Hoexter hosted a call with Admiral James Foggo, a retired four-star US Navy admiral and Dean of Center for Maritime Strategy (see link). Admiral Foggo expects the newly announced coalition to involve naval convoy escorts. Nearly all naval vessels are now outfitted with the Aegis combat system, which can detect ballistic and cruise missiles several hundred miles out.

### Retail sales impact unlikely; more expert events coming

Jan/Feb are lower volume months for retail so Lorraine Hutchinson doesn't believe a 1–2-week delay in receipts will materially impact Spring sales, though freight costs could be higher. Global Research is hosting the 15th Annual BofA Defense and Aerospace forum and a containership expert, both this week. Nathan Gee is hosting a call with a Linerlytica next week with others to follow.

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Equity Global

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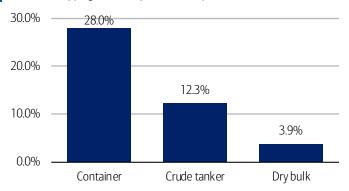
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Timestamp: 03 January 2024 08:57AM EST

### Exhibit 1: Shipping volumes using Suez/Red Sea by segment

Container shipping is most exposed to disruption to Suez/Red Sea

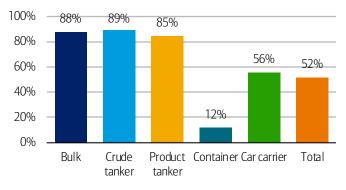


Source: Clarksons, BofA Global Research estimates

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### Exhibit 2: Red Sea capacity in past 7 days as % of 1H Dec average

Container and car carrier seeing most disruptions



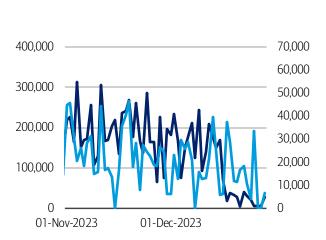
Source: Clarksons

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### Exhibit 3: Container & car carrier capacity arriving in Red Sea (TEU and CEU), 2023

Car carrier (cars - RHS)

Container has seen biggest disruption of all segments Container (TEU)

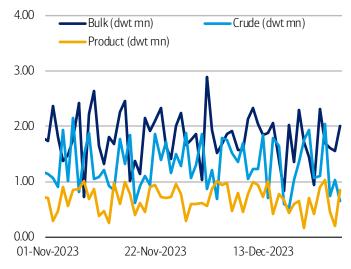


Source: Clarksons

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### Exhibit 4: Bulker, crude tanker and product tanker capacity arriving in Red Sea (mn dwt), 2023

Limited disruption to bulk & tanker for now



Source: Clarksons

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## **Recent Notes on Red Sea Implications**

Nathan Gee - Shipping - Global: Supply chains, interrupted 01 January 2024

- Red Sea supply chain disruptions worsened in 2H December. Container looks most disrupted, but tanker and bulk less impacted.
- Upside risks to container rates in Jan 2024, but our base case is supply chains and rates normalize in Feb-Mar 2024 on...
- ...post-CNY slack season and note that peak disruptions might have passed with some liners already returning to the Red Sea.

#### Nathan Gee - Shipping - Global: Building Red Sea tail risks 18 December 2023

- Ships are diverting away from the Red Sea given worsening attacks. Persistent rediversion is a positive for shipping rates...
- ...by increasing journeys by 30% with container most impacted. But watch US taskforce announcement which could encourage...
- sailing to return to Red Sea. Tanker and dry bulk offer cheaper option on Red Sea disruption, more selective on container.

## Nathan Gee – <u>Shipping - Asia-Pacific: Red Sea disruptions: How to think about possible earnings scenarios? 21 December 2023</u>

- The Red Sea situation is fast evolving, and we brace for disruptions of at least a few weeks until Operation Prosperity...
- ...Guardian can stabilize the situation. We present earnings scenarios to our base forecasts depending on freight rates and...
- ...duration of disruption. Our scenarios show incremental earnings of up to 10-20% of market cap on a two-month disruption.

## Ken Hoexter – <u>Transportation: Red Sea Call Takeaway: Adm. Foggo sees near-</u>term challenges in restoring fluidity 19 December 2023

- We co-host Adm. Foggo, Dr. Wills, Dr. Ralby, and Mr. McCown w/ Aerospace & Defense Ron Epstein to discuss Red Sea Attacks.
- Sees no miracle solution in the near term as Houthis represent a dynamic threat. Naval fleet upgraded since 1980s Tanker Wars.
- Nearby proximity of aircraft carrier units provide additional support. Rising cost imply aligned interests in restoring trade.

## Lorraine Hutchinson – <u>Specialty Retailing: Supply chain delays: here we go again! 22 December 2023</u>

- Retailers' significant 2023 gross margin recapture is now at risk from supply chain disruption (Red Sea attacks).
- 30% of all containers go through Suez Canal; the move to avoid it adds 1-2 weeks to retailers' shipping timeframe.
- Jan/Feb are lower volume months; we do not think a 1-2 week delay in receipts will materially impact spring selling season.

Warren Russell - Global Energy Weekly: Freight fright 19 December 2023



- Freight was mostly bearish in 2023, with Baltic Clean, Dirty, and Dry indices and containership earnings falling 40-60% YoY.
- We see downside for containership earnings, clean tanker rates in 2024 and a supportive outlook for dirty tankers, bulkers...
- ...but acknowledge that a worsening of conditions at the Suez Canal/Red Sea and Panama Canal would be bullish most freight.

## Nathan Gee - Shipping - Global: Another look at the tail risks of Suez and Panama Canal disruptions 05 December 2023

- Shipping relies on free passage of the Suez and Panama Canals, but disruption risk is rising from drought and Red Sea attacks.
- We see some early evidence of vessel diversion at both Panama and Suez.
   Container could see the most upside to fundamentals.
- If the two canals are closed, while tanker and dry bulk also could benefit from smaller boost from longer distance flows.

## **Upcoming Events on Red Sea Implications**

## January 3-4, 2024 - <u>Aerospace & Defense - 15th Annual BofA Defense and Aerospace Forum</u>

- We invite you to attend our 15th annual BofA Defense Outlook and Aerospace Forum on January 3-4, 2024.
- Day 1: Defense speakers will focus on the evolving geopolitical landscape and the outlook for the US defense industry.
- Day 2: Commercial Aerospace speakers will focus on commercial OEM, AM, MRO, bizjets, aero supply chain, and emerging tech.

## January 4, 2024 - Red Sea disruption: implications for container shipping with Lars Jensen

- Please join us for an expert call with Lars Jensen to discuss the impact of the Red Sea disruption on container shipping.
- This call will be on Thursday 4th January 2024 at 2pm UK, 9am ET, 10pm HK time.

## January 11, 2024 - <u>Container outlook with Linerlytica - Transporting into 2024</u> <u>call series</u>

- The BofA Global Research Transport team is pleased to host Huajoo Tan, Founder of Linerlytica.
- Mr. Tan will discuss the 2024 outlook for container shipping and supply chains.
- The call will be held on Thursday 11 January at 5pm Hong Kong time, 6pm Tokyo time and 9am London time.

## January 17, 2024 - <u>Car carrier outlook with Hoegh Autoliners - Transporting into 2024 call series</u>

 BofA Transport team is pleased to host Per Øivind Rosmo, CFO Höegh Autoliners & My Linh Vu, Head of Finance, Treasury and IR.

- Mr. Rosmo and Ms. Vu will be discussing the 2024 outlook on car carrier shipping market.
- The call will be held on Wednesday 17 January 2024 at 5pm Hong Kong time, 6pm Tokyo time and 9am London time.

## January 24, 2024 - <u>Air Cargo outlook with TIACA - Transporting into 2024 call</u> series

- BofA Transport team is pleased to host Mr Glyn Hughes, Director General at The International Air Cargo Association (TIACA).
- During the call, we will discuss the outlook for air cargo demand, supply and freight rates.
- The call will be held on Wednesday 24 January 2024 at 9pm Hong Kong time, 1pm London and 8am New York time.

## January 30, 2024 – <u>Tanker shipping outlook with Gibson – Transporting into</u> 2024 call series

- BofA Transport team is pleased to host Richard Matthews, Director of Consultancy & Research at EA Gibson Shipbrokers.
- Mr. Matthews will discuss the outlook for tanker freight markets into 2024 across crude, product and LNG shipping.
- The call will be held on Tuesday 30 January 2024 at 5pm Hong Kong time, 6pm Tokyo time, and 9am London time.

## February 1, 2024 – <u>Supply chain outlook with Flexport – Transporting into 2024</u> call series

- BofA Transport team is pleased to host Sanne Manders, COO, and Trine Nielsen, Head of EMEA Ocean, Flexport.
- Mr. Manders and Ms. Nielsen will discuss the 2024 outlook for supply chains.
- The call will be held on Thursday 1 February 2024 at 5pm Hong Kong time, 6pm Tokyo time and 9am London time.

## February 5, 2024 – <u>Container outlook with Hapag Lloyd – Transporting into</u> 2024 call series

- The BofA Transport team is pleased to host Mark Frese, Chief Financial Officer, Hapag-Lloyd.
- Mr. Frese will discuss the 2024 outlook for container shipping and supply chain market.
- The call will be held on Monday 5 February 2024 at 5pm Hong Kong time, 6pm Tokyo time and 9am London time.



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