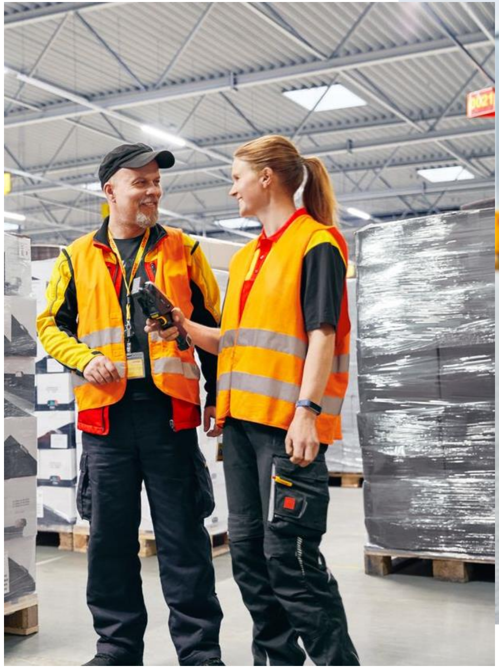
UNCLASSIFIED (PUBLIC)

OCEAN FREIGHT MARKET UPDATE

JUNE 2022 –
PUBLICATION DATE MAY 27TH, 2022

DHL Global Forwarding – Excellence. Simply delivered.

Contents
Ocean Freight Market update – June 2022

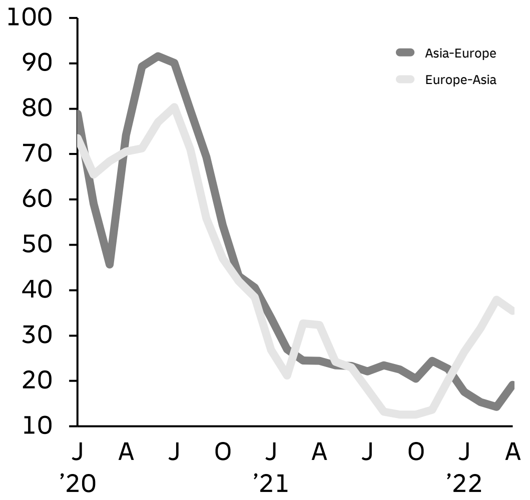


Topic of the month
Port Congestions in North Europe

Situation to worsen further

- Very high yard densities at container terminals and inland transport bottlenecks are aggravating port congestion problems. Lack of port labor and shortage of truck drivers has led to increased dwell times for import containers.
- Container ships deployed on the Asia-North Europe trade currently need on average 101 days to complete a full round voyage. Therefore, they arrive on average 20 days late in China for their next round trip, forcing carriers to blank some sailings as there are no vessels available. The delays have further increased during recent months.
- The time needed to discharge and load at the three biggest European container ports was a total of 36 days between arrival at Rotterdam and departure from Hamburg. Such delays cannot be caught up by sailing back to Asia at full speed.
- The lockdowns in Shanghai have not worsened the situation. As the port of Shanghai has remained operational and export volumes to Europe have actually dropped due to less cargo being delivered to the terminals. We see the risk that once the lockdowns are lifted port congestion in European ports will worsen further.

SCHEDULE RELIABILITY (%)



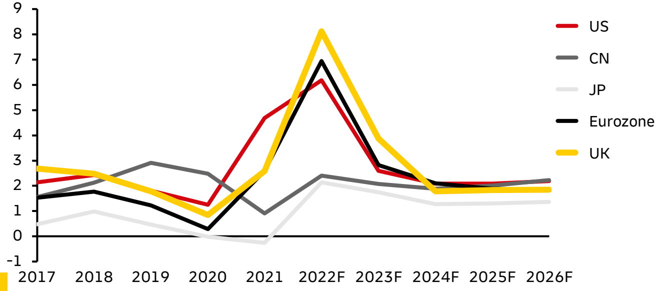
Source: DHL, Alphaliner, Sea Intelligence

High level market development

ECONOMIC OUTLOOK GDP GROWTH BY REGION[1)]

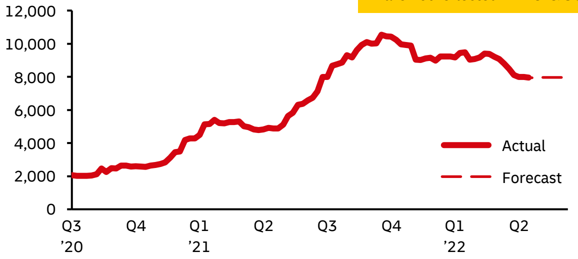
	2022F	2023F	2024F	2025F	2026F	CAGR (2023-26)
AMER	3.0%	2.7%	2.8%	2.7%	2.5%	2.7%
ASPA	4.5%	4.5%	4.3%	4.2%	4.2%	4.2%
EURO	1.2%	1.8%	1.9%	1.7%	1.6%	1.7%
MEA	4.6%	3.9%	3.3%	3.1%	3.0%	3.1%
DGF World	**3.2%**	**3.2%**	**3.1%**	**3.0%**	**3.0%**	**3.1%**

INFLATION, YOY in %[2)]

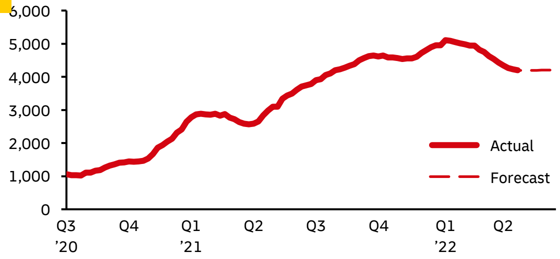


Surcharges related to e.g., equipment & space availability are not reflected in WCI & SCFI

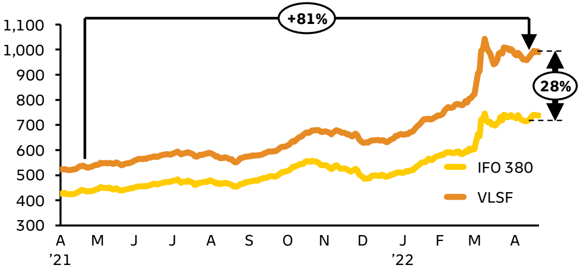
WORLD CONTAINER INDEX (WCI)[3)]



SHANGHAI CONTAINERIZED FREIGHT INDEX (SCFI)[4)]



BUNKER PRICES[5)]



1) Real GDP, Copyright © IHS Markit, Q1 2022 Update 24 Mar '22. All rights reserved; 2) IHS Markit Q4 2021 Update 24 Mar '22. All rights reserved; 3) Drewry, in USD/40ft container, including BAF & THC both ends, 42 individual routes, excluding intra-Asia routes; 4) Shanghai Shipping Exchange, in USD/20ft ctnr & USD/40ft ctnr for US routes, including BAF, EBAF, CAF, PSS, WRS, PCS & SCS/SCF/PTF/PCC, excl. THC, 15 routes from Shanghai; 5) Source: DHL

Major trades – Market outlook June 2022 month-on-month development

EUROPE

Import region	Capacity	Rate
AMNO	=	=
AMLA & MX	=	=/+
ASPA	=	=/-
MENAT	-	=
SSA	=/-	=/+

NORTH AMERICA

Import region	Capacity	Rate
EURO	+	=
AMLA	-	++
ASPA	=	=
MENAT	-	+
SSA	=	+

ASIA PACIFIC

Import region	Capacity	Rate
EURO	-	=
AMNO	=	=
AMLA	= EC / = WC	+ EC / + WC
ASPA	-	+
MENAT	-	+
OCEANIA	+	+

LATIN AMERICA*

Import region	Capacity	Rates
EURO	-	+
AMNO	-	++
ASPA	=	+
MENAT	=	+
SSA	=	+

Source: DHL
*incl Mexico and Central America/Cenac

KEY										
KEY	Strong Increase	++	Moderate Increase	+	No Change	=	Moderate Decline	-	Strong Decline	--

Market outlook June 2022
Ocean Freight rates – Asia-Pacific exports

ASPA-EURO The current Covid outbreak in China and related restrictions combined with the economic situation in Europe are still softening the demand for the next few weeks. With the ongoing port congestion and delays in schedules, each alliance will have a reduction in supply with blank sailings and port omission. A gradual rebound is expected.

ASPA-AMNO The overall volume has went down due to the Covid restrictions in China. These restrictions are expected to ease in June but there are still delays to productions due to the lack of raw materials. Shippers are concerned on the ILWU talks situation which can see higher demand to the USEC.

ASPA-AMLA Demand to AMLA is overall down, exception has been MX. The general expectation into ECSA is a weaker demand going forward and a balanced growth to WC/MX. But there will be a peak to both ECSA and WCSA/MX into June with expected re-opening of CN post Covid limitations. Since supply remains the same, rates are expected to fluctuate upwards in June.

ASPA-MENAT CN Covid restrictions are still ongoing especially in Shanghai/Beijing, however with signs of post lockdown recovery. Middle East/Red Sea trade volume is improving steadily with GRIs of USD 400-500/FEU being implemented. Equipment shortages are now prevalent in China main ports especially Shanghai/Ningbo in view of the severe congestion with situation expected to worsen in Jun across CN. Strong optimism of GRI >USD 300/TEU is expected in Jun for MENAT trades.

ASPA-ASPA Demand from China has slightly eased due to Covid situation, however it is expected to return once China opens up. Space and equipment remains tight especially for key South East Asia exporting countries that are still struggling to secure equipment. Strong demand and preference for direct services as shippers are avoiding potential delays at transshipment port due to congestions. Advance booking remains necessary. Expected to see continuous increase in BAF surcharges as carriers start announcing emergency fuel surcharges or increase the frequency of reviewing bunker mechanism.

Source: DHL

Market outlook June 2022
Ocean Freight rates – Other major trades

EURO-AMNO	**US**: Vessel congestions in the US is partly improving but still not back to the needed normality to run services as per schedule. Truck and especially chassis availability remain a concerning topic. Port omissions will continue as carriers are aiming to compensate vessel delays caused by the ongoing congestions. **CA**: High demand on all services into Canada continues. New Services of Hapag & MSC expected to bring some improvements soon. The Alliance's service into Vancouver remains suspended at least until week 32, leading to more volumes moving via Montreal.
EURO-ASPA+MEA	**Asia:** space situation is still relaxed. No bigger issues with capacity. Rate-wise, we mostly see reductions to Asia. **AU/NZ:** still very tense situation due to congestions in all transshipment ports in Asia. The direct service is therefore still heavily overbooked. NEMO service calls ports in MED & North Continent only fortnightly to get back in schedule. Especially to NZ worsening situation because several carriers are not offering services to NZ because of the ongoing situation. Rates are still on a high level. **MEA**: Space is available. Rates have been mostly extended.
AMNO-EURO	Rates will remain stable through June, with the exception of MSC who implemented a GRI from USWC/Gulf. Hapag Lloyd is launching a new service AT3 at the end of May (3,000 TEU vessels) connecting St John , BC and Midwest to Europe.
AMNO-ASPA	**AMNO – ASPA**: Rates and Capacity are stabilizing after the blitz of Imports and carriers prioritizing empties back to Asia. **AMNO – SPAC:** HSUD is a BCO only carrier and the other direct carriers do not have the allocation or capacity to cover all of the NVO cargo. Couple the above in the back log from last year from the highest price gets the space and we have a 2 month back log of cargo. Cosco and Yang Ming have also left the trade and have no plans on returning.
AMLA Exports	**AMLA – AMNO & INTRA:** COVID impacting labor at some ports which are reporting low productivity & delays as consequence. (Especially in CO, CL& PE). Strong demand expected through Q2 without much changes in current space / rate environment. Guaranteed space at premium pricing only. Trucker Shortages remain strong throughout Mexico market. **AMLA – ASPA:** Demand remains high, with weak LATAM currencies against strong dollar, high commodity prices and reefer export pressure. Also, backlogs and land trucking / yards bottle necks putting further pressure on export market. **AMLA – EURO, MENAT & SSA:** Services were restructured again across the entire Latin America region until early May. Lost 2^{nd} SAEC service to EURO NC as well as some WC MX connections. Central American services after Panama Canal to EMEA region are functioning well and looking for cargo. Q3 BAF levels taking big increases.

Source: DHL

Economic outlook & demand evolution – Serial disruptions threaten global economic growth

Soaring energy costs could tip the Western Europe into recession. Eurozone retail sales, industrial production, and net foreign trade decreased in March, as the fallout of the Russia-Ukraine war took a heavy toll on consumer and business confidence. On the positive side, the S&P Global PMI™ surveys showed robust growth in the service sector in April following the removal of pandemic containment measures. The prospect of a further disruption to energy supply, which drives up prices, is a downside risk as the European Union considers broadening the ban on energy imports from Russia to include oil and petroleum products.

High inflation and rising interest rates have dimmed the US economic outlook. The Federal Reserve raised its policy rate by 50 basis points at its May meeting and signaled more forcefully its determination to subdue inflation. In anticipation of further policy tightening, Treasury term yields have risen sharply, as have spreads to corporate bond yields and mortgage rates. The dollar has appreciated while the S&P 500 index of stock prices has fallen 20% year to date. Although household finances are generally in good shape, high inflation is eroding real incomes and making households more cautious about spending the savings they accumulated during the pandemic. The boom in housing markets is subsiding, and by year's end, business will start reining in capital spending increases.

COVID-19 restrictions have dealt a major setback to mainland China's economy. After 4.8% y/y growth in real GDP in the first quarter, economic performance turned dismal in April. Industrial production and service sector output shifted from expansion to contraction as lockdowns curbed consumer spending. Retail sales fell 11.1% y/y in April, while residential floor space sold plummeted 42% y/y. The lockdowns—centered in Shanghai—also disrupted port activity, causing a slowdown in previously robust export growth. While new cases of COVID-19 appear to be declining and industrial activity is resuming, the government's dynamic zero- COVID policy will remain in place through 2022, preventing a return to normalcy and limiting the effectiveness of new fiscal and monetary stimulus measures. The slowdown in mainland China will have modest spillover effects among its regional trading partners.

The Russia-Ukraine war will have lasting impacts on Emerging Europe and the world. Russia's invasion of Ukraine on 24 February has fundamentally changed the geopolitical landscape. HIS Markit's forecast assumes that Russia will likely continue its military attacks in the months ahead, encountering strong Ukrainian resistance. The outcome could be a lengthy geopolitical impasse. In response to sanctions and the withdrawal of foreign investments, Russia's real GDP is projected to fall 10.2% in 2022 and 1.4% in 2023 before beginning a languid recovery. After a 46% collapse in 2022, Ukraine's real GDP will likely rebound 30% in 2023 and 14% in 2024 as reconstruction proceeds, supported by substantial aid from Western allies.

The JPMorgan Global Composite Output Index (compiled by S&P Global) fell 1.7 points to a 22-month low of 51.0 in April, as COVID-19 lockdowns caused a downturn in mainland China. Global manufacturing output decreased for the first time since June 2020, while services output growth slowed for a second consecutive month. The easing of COVID-19 containment measures outside mainland China continues to support global servicesector activity.

Source: IHS Markit, IHS Purchasing Manager Index Manufacturing, a PMI at 50 is considered neutral, expanding above 50, and business shrinking below 50

Carrier Financial results 3 Months 2021–2022 (US$ million) Carrier's Operating Profit Margin more than doubled.

CMA CGM 1st quarter results pending

	Revenue			Operating Profit			Operating Profit Margin		Net Profit		
Carrier	2021	2022	%	2021	2022	%	2021	2022	2021	2022	%
COSCO SHIPPING Holdings 6)	9'255	15'627	69%	2'883	6'242	117%	31.2%	39.9%	2'356	4'346	84%
CMA CGM 2), 5)	24'006	45'290	89%	5'232	22'069	322%	21.8%	48.7%	1'755	17'894	920%
Maersk Group 8)	8'202	13'560	65%	3'444	8'214	139%	42.0%	60.6%	2'717	6'808	151%
ONE 3)	14'397	30'098	109%	3'100	18'279	490%	21.5%	60.7%	3'484	16'756	381%
Hapag-Lloyd 5)	4'903	8'956	83%	1'539	4'791	211%	31.4%	53.5%	1'451	4'684	223%
Evergreen Marine Corp. 1), 5), 7)	3'055	5'802	90%	1'529	3'982	160%	50.1%	68.6%	1'225	3'442	181%
HMM	1'930	3'910	103%	810	2'503	209%	42.0%	64.0%	122	2'490	1933%
Zim	1'744	3'716	113%	688	2'243	226%	39.4%	60.4%	590	1'711	190%
Yang Ming	2'115	3'624	71%	995	2'467	148%	47.0%	68.1%	833	2'057	147%
Wan Hai	1'312	2'734	108%	599	1'661	177%	45.7%	60.8%	499	1'379	176%
Average 4)			**92%**			**275%**	**28.9%**	**56.5%**			**368%**

Source: Alphaliner, DynaLiners; n.a. = not available, n.m. = not meaningful; 1) local currency numbers were converted into US$ using the average exchange rate for relevant financial period; 2) result is FY 2021, container shipping segment only, excl. CEVA Logistics, Net Profit for Group; 3) result is full Japanese financial year, i.e. Apr-Mar not calendar year; 4) Average excluding ONE, CMA CGM; 5) operating profit is EBIT; 6) COSCO Shipping Lines and OOCL, excl. terminals; 7) not consolidated for Evergreen Group;8) Ocean segment only; 9) container segment only, excl. terminals. Net Profit for Group

Capacity 1/2

2M and **ZIM** will **reinstate Newark** and **Savannah calls on Asia – USEC loops**. ZIM omitted the Savannah call on its South East Asia – South China – USEC service 'ZSE', on which Maersk and MSC are slotting, since January due to port congestion. All cargo between Asia and Savannah was transferred to the 'TP17 / America / Z7S' loop of Maersk, which then ceased calling at Newark to maintain schedule integrity. Both services will soon revert to their original rotations. The 8,466 TEU MAERSK SYDNEY will be the first vessel to follow again the complete 'TP17' pattern as from its 30 May departure from Hong Kong.

Hapag Lloyd and **Maersk** (incl its affiliates Hamburg Sud and Sealand Americas) are to **extend** for a further 6 weeks **port call suspensions at Norfolk, Charleston and Port Everglades** on their USEC – ECSA 'SEC' / 'Tango' service to adapt to continuing congestion issues on the US East Coast. In February both carriers had decided to remove the call at Norfolk and serve Charleston and Port Everglades on a fortnightly basis for a period of 12 weeks. This protocol will now continue.

Sealand Americas (the US arm of Maersk), **Hapag Lloyd** and **ONE** are planning **to share vessels** and **exchange slots** on their respective **services between the US West Coast, the West Coast of Mexico and Central America**. The three carriers disclosed their plans in a joint filing to the US Federal Maritime Commission (FMC). According to the statement, the move is aimed at **improving service frequency, enhance port coverage, optimize vessel utilization and beat congestion**. The services involved in the agreement are Sealand Americas' US West Coast – Mexico – Central America 'WCCA 2' weekly service and Hapag Lloyd and ONE's US West Coast – Centram 'CCE / MAREX' weekly loop.

Maersk and its intra-Europe arm **Sealand Europe & Med** have announced in early May that they will **cease all vessel operations in Russia with immediate effect.** The Danish carrier will also close its office in Far East Russia, Novorossiyks, Kaliningrad and Belarus during the summer of 2022 while the offices in St Petersburg and Moscow will remain open until the end of the year to supervise the winddown of domestic operations. In March, Sealand (Maersk) as well as other carriers have begun to suspend services or significantly reduce capacity to and from Russia.

ANL (CMA CGM Group), COSCO and OOCL will at the end of May launch a **weekly Central / South China – Australia express service** within the framework of their 'Asia Australia consortium' (A3) which offers a range of services between the Far East and Australia. This upcoming China – Australia service, branded as the 'A3 Express loop' (A3X) by the partners, will turn in 35 days using 5 x 4,300 TEU ships calling weekly at Shanghai, Shekou, Brisbane, Sydney, Shanghai.

DKT Allseas a liner shipping agency based in Tilbury UK has decided to **extend** its **China – UK West Coast 'China Xpress'** container service **to Bangladesh** and to also include **direct calls at Rotterdam** as from early July. The UK operator is not the first Asia – Europe trade newcomer to serve Bangladesh directly, but it is **the first to serve Northern Europe** rather than den MED.

Source: Alphaliner, THE LOADSTAR, Dynaliners, Carriers

Capacity 2/2

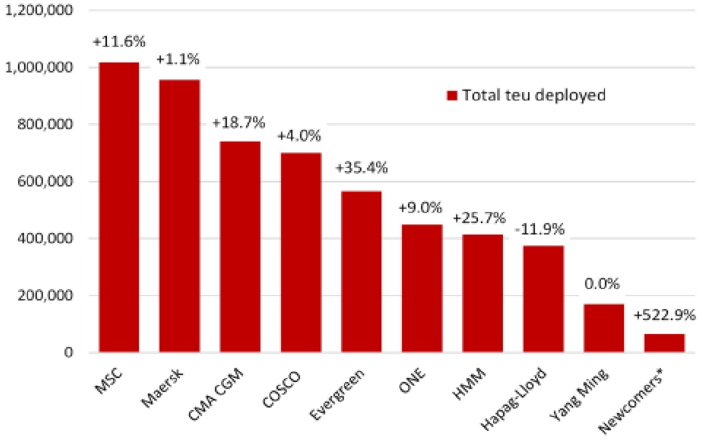
Network Shipping (NWS), the ocean shipping division of US fruit and vegetable group **Fresh Del Monte Produce Inc**, has announced a rebrand to offer its services to a wider audience of shipper clients. So far NWS was essentially catering for cargoes belonging to its partner Del Monte, although it does carry containers for a limited number of third party clients. Among them is CMA CGM, which takes slots on NWS/Del Monte's Ecuador and Peru to USWC service, branding the line 'Azteca 3'. With the rebrand implying new service names and a freshly-launched dedicated website, NWS is willing to **open up its shipping capacities** to a broader range of third party suppliers, with a focus on **trade routes connecting the US with Ecuador, Peru, Guatemala and Costa Rica**.

Asia – Europe nominal fleet capacity has grown 10.4% over the last year.

This percentage is clearly above the 4.3% growth for the world container fleet since April last year, but substantially lower than the 24% capacity increase on the Asia – North America trade.

- OCEAN Alliance is now the largest grouping on the trade due to the strong growth at Evergreen and CMA CGM.
- MSC has overtaken Maersk as the largest tonnage operator.
- Combined market share of newcomers stands at just 1.2% as they are deploying very small ships of 970 – 4,400 TEU.

Asia – Europe nominal capacity by operator (TEU)



*Newcomers include CULines, Ellerman, Sea Lead, DKT Allseas, Kalypso, TS Lines and Commodities Supply AG

Source: Alphaliner, THE LOADSTAR, Dynaliners, Carriers

Rules & Regulations

An investigation by the **Federal Maritime Commission (FMC)** into ocean supply chain problems has concluded that **pandemic-era freight rates were the result of supply and demand market forces** and not market collusion. The final report for the FMC's 'Fact Finding 29: International Ocean Transportation Supply Chain Engagement' identified two major concerns to importers and exporters: the high costs of shipping cargo, and excessive demurrage and detention charges.
However, though high by historical standards, freight rates reflected market forces of supply and demand in a supply chain challenged by the COVID-19 pandemic and an unprecedented surge in consumer demand.

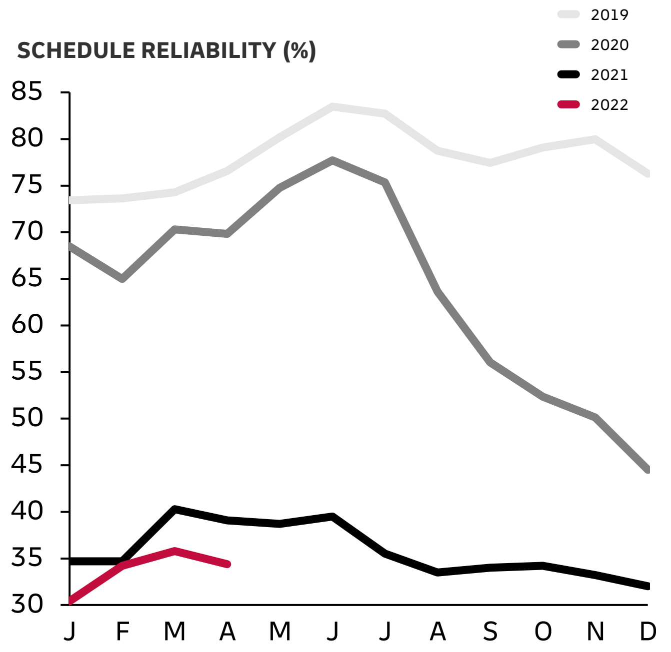
The **International Longshore and Warehouse Union (ILWU)** the US has requested that contract negotiations with US West Coast employers be suspended until June 1, according to multiple sources close to the negotiations. If granted, the suspension would begin Friday, 27 May. According to the JOC it wasn't clear why the ILWU would want to take a break from negotiations; the union did not respond to multiple requests for comment. The Pacific Maritime Association (PMA), which represents employers, referred queries to the ILWU. The current agreement will expire on July 1.

Source: DHL, Alphaliner, JOC

Ocean Schedule Reliability

Reliability retracting again

- Following improvement in February and March global schedule reliability has declined again in April by -1.3 ptp to reach 34.4%. It is following the trend seen in 2021 with very little month-on-month volatility, but at a very low base.
- In March/April 2022, schedule reliability improved MoM in 19 of the 34 trade lanes, with schedule reliability unchanged on Oceania-North America.
- The lowest reliability was recorded on the **Asia-Oceania** trade (17.3% in Apr vs, 19.6% in March), closely followed by the **Transatlantic Eastbound** trade where port congestion in Europe was a major problem. On the **Transatlantic Westbound** 20.0% were registered.
- As in previous months the most reliable trade was the **Asia-ECSA** trade with 63.4% reliability in April. On the backhaul the trade also showed the largest MoM improvement of all trades (56.0% in April vs. 45.5% in March).
- Schedule reliability increased on **Asia-North America West Coast**, reaching 21.0%, and also increased on **Asia-North America East Coast** to 21.7%.
- **Asia-North Europe** saw schedule reliability improve to 19.2%, while **Asia-Mediterranean** saw schedule go up to 31.8%.



Source: Sea Intelligence, DHL

Did you know?
Orderbook for the new '7,000+ TEU' class reaches 120 vessels

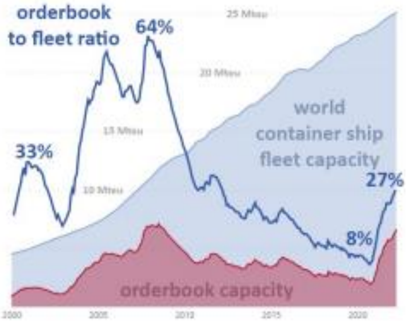
- The **orderbook for modern compact vessels** of the 7,000 – 8,000 TEU class has **reached 120 units**, with 60 ships ordered in 2021 and 60 in the first five months of 2022 alone.
- At least 120 x 7,000+ TEU ships or 'C7K' are expected to be **delivered** and join the global container fleet **before the end of 2024**.
- The orderbook in this size class accounts for **0.84 MTEU** and it is likely to hit 1.00 MTEU soon.
- **LNG propulsion** has gained traction in this size class with about **50%** of all orders.

For carriers and non-operating owners alike, this kind of tonnage is a fairly low risk investment due to the ship type's **flexible operating profile**.

Compact 7,000 – 8,000 TEU ships – delivery projection

Based upon proforma construction schedules. Actual deliveries may vary as yards try to bring handovers forward and open up additional near-term construction slots.

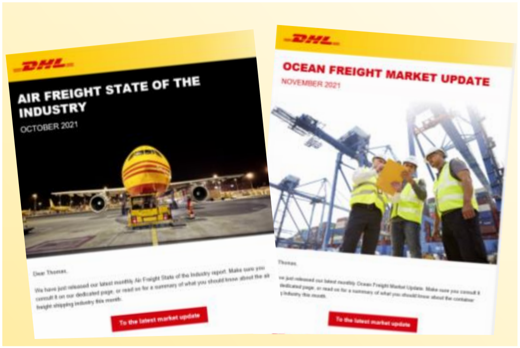
Containership orderbook as a % of the world fleet capacity



The **Global containership orderbook is at an all-time high**. From its 8.2% low point in Oct 2020, the oderbook-to-fleet ratio has climbed back up to 27.0% in May 2022. In capacity terms today's oderbook is the largest in history at more than 6.80 MTEU and just under 900 vessels . However containership orders are not without risk, especially now that newbuilding prices at Far Eastern shipyards have increased significantly. Compared to the end of 2020, tightening yard slots, increasing steel costs and rising energy prices have pushed prices for container vessels up by 30% to 35%.

Source: Alphaliner

STAY IN TOUCH WITH THE EXPERTS
ARE YOU READY TO MOVE FORWARD?



SUBSCRIBE TO OUR EMAIL ALERTS

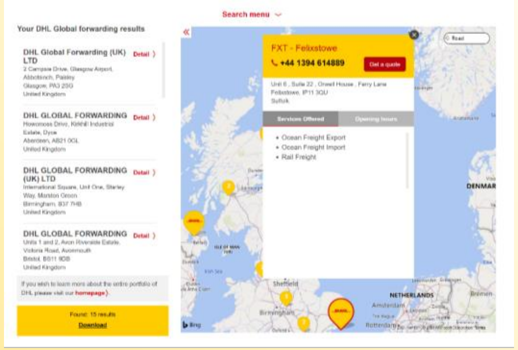
Receive our Air & Ocean Freight market updates and exclusive industry content directly in your inbox.

STAY INFORMED

GET A FREE, INSTANT QUOTATION

Compare rates & transit times for air, ocean and rail freight on myDHLi Quote+Book.

GET A QUOTE



TALK TO A LOCAL FREIGHT FORWARDING EXPERT

Find their contact details on the DGF Station Finder and let us simplify global trade for you.

SPEAK WITH US

BACK-UP

Market outlook June 2022 – Ocean Freight rates additional trades (1/3)

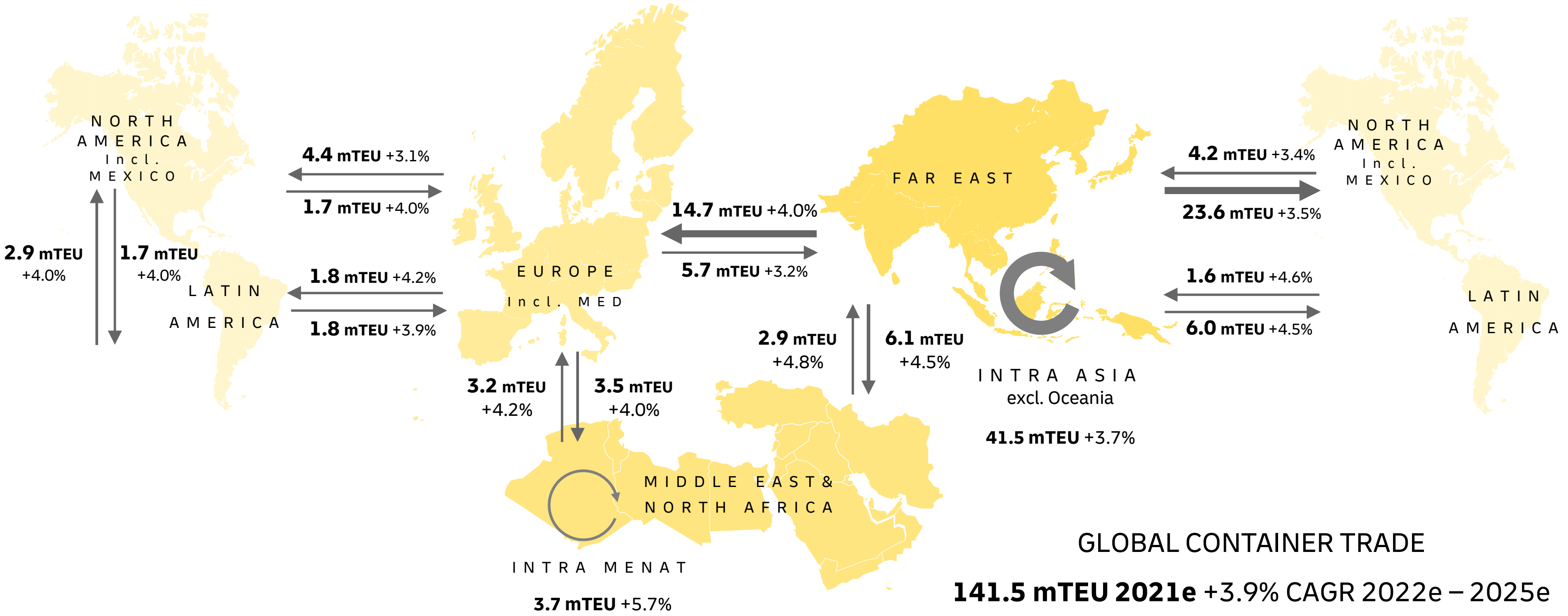
EURO-AMLA + MX	**MX:** High demand into Mexico continues and sufficient pre-notice on bookings should be given (advising 6-7 weeks, as for AMLA). Massive delays on the AL4 service of Hapag. Ongoing issues mainly in VER and HOU which may result in recovery measures. Biggest backlog in UK+IE. Most carriers have extended rates for Q2, with the exception of Hapag and OOCL (avg increase of USD 500/teu). **South America:** Capacity remains tight with only MSC being more flexible on short-term, albeit at high rates and limited freetimes. Equipment situation worsening (HPL already implemented a stop on 40'/40'HC spots bookings and special equipment). Minor rate increases pending for Q2. Slight BAF decrease for June.
EURO-MENAT	Space is OK. Rates have been mostly extended.
EURO-SSA	**South Africa:** Ongoing tight capacity, delays and vessel schedule disruptions, as well as extended waiting times for berthing. SAECS/SRX added an additional Northbound Algeciras call and aims for weekly proforma departures. MSC will entertain a standalone service whereas the remaining carriers (HPL/DAL, ONE and Maersk) share vessels on the SAECS/SRX loop. **West Africa:** space remains tight across all carriers. Pre-bookings 6-8 weeks in advance are required. Ongoing congestion situation in ports of delivery. **East Africa:** very high vessel utilization, space is very tight. Pre-bookings 6-8 weeks in advance are required.
AMNO-MENAT	Jeddah returned as a weekly call in week 20 on Indamex service. But, Charleston and Savannah ports remain omitted for several key USEC to Mideast services. GRIs continue to enter the market for the entire destination region. Q3 BAF levels taking big increases.
AMNO-SSA	Stable rates to region SSA, mainly due to the recovery of the trade continuing to be slower than expected. Q3 BAF levels taking big increases.
AMNO-AMLA	FAK market is on the rise with more GRI's announced for Q2. USGULF & USEC ports affected by fog closures , weather delays & port omissions which further impacts declining schedule reliability. Carriers omitting the port Charleston up to a 9 week period until berth congestion alleviates. Services to the WCSA continue to be suspended and unreliable as congestion continues to mount at the transshipment ports.

Market outlook June 2022 – Ocean Freight rates additional trades (2/3)

EURO MED-AMNO	Space constraints, equipment shortage and congestion at origin / destination ports continue. Rates stable till end of June. We expect increase to USA as of mid of July. Canada and Mexico probably extended till end of August.
EURO MED-AMLA	SAEC and SAWC trade are both stable. No changes.
EURO MED-ASPA and MENAT	ASPA : slight softening of rates depending on the service and alliance, issue on empties, blanks, and congestion in MED hubs. MENAT : rates remain stable, with congestion in MED hubs.
EURO MED-SSA	Unchanged/stable.
ASPA-SPAC	Rate increase expected from second half of June, with news of SHA lockdown easing. Some carriers have already announced GRI effective 15th June'22 USD300/TEU. New service A3X shared between ANL, COSCO, OOCL will start first voyage in June. Port congestion remains an ongoing issue with schedule delays and blank sailings.

Source: DHL

Market volume 2021 – 2025



GLOBAL CONTAINER TRADE

141.5 mTEU 2021e +3.9% CAGR 2022e – 2025e

Source: Seabury Nov21 update

State of the industry – Ocean Carrier alliances

THE ALLIANCE

HAPAG-LLOYD
ONE
YANG MING
HMM

OCEAN ALLIANCE

OOCL
CMA CGM
CHINA COSCO SHIPPING
EVERGREEN

2M

MAERSK LINE
MSC

Source: Carriers

Acronyms and Explanations – Ocean Freight glossary

AMLA – Latin America
AMNO – North America
AR – Argentina
ASPA – AsiaPacific
BR – Brazil
CAGR – Compound Annual Growth Rate
CENAC – Central Amercia and Caribbean
CNC – CNC Line (Cheng Lie Navigation Co. Ltd.)
DG – Dangerous Goods
DWT – Dead Weight Tonnage
EB – Eastbound
ECSA – East Coast South America (synonym for SAEC)
ECRS - Emergency Cost Recovery Surcharge
EGLV – Evergreen Marine Corp
EURO – Europe
GRI – General Rate Increase
HMM – Hyundai
HL – Hapag-Lloyd
HSFO – High-Sulphur Fuel Oil (< 3.5% Sulphur)
HSUD – Hamburg Süd
HWS – Heavy Weight Surcharge
IA – Intra Asia
IPBC – India Pakistan Bangladesh Ceylon (= Sri Lanka)
IPI – Inland Point Intermodal
ISC – Indian Sub Continent (synonym for IPBC)
MENAT – Middle East and North Africa
ML – Maersk Line
mn – Millions
MoM – Month-on-Month
NOO – Non-operating (vessel) owners
NOR - Non-operating reefer
OCRS – Operational Cost Recovery surcharge
OOCL – Orient Overseas Container Line
OWS – Overweight Surcharge
PH – Philippines
PNW – Pacific North West
Ppt. – Percentage points
PSW – Pacific South West
QoQ – Quarter on quarter
SAEC – South America East Coast
SAWC – South America West Coast
SOC - Shipper Owned Container
SOLAS – Safety of Life at Sea
SPRC – South People's Republic of China – South China
SSA – Sub-Saharan Africa
SSL – Steam Ship Line
T – Thousands
TEU – Twenty foot equivalent unit (20' container)
TSA – Trans Pacific Stabilization Agreement
USGC – US Gulf Coast
US FMC – US Federal Maritime Commission
USEC – US East Coast
USWC – US West Coast
VGM – Verified Gross Mass
VLCS – Very Large Container Ship
VLSFO – Very Low-Sulphur Fuel Oil
VSA – Vessel Sharing Agreement
WB – Westbound
WCSA – West Coast South America (synonym for SAWC)
WHL – Wan Hai
WRS – War Risk Surcharge
YML – Yang Ming Line
YoY – Year-on-Year
YTD – Year-to-Date
THEA – The Alliance

Source: DHL