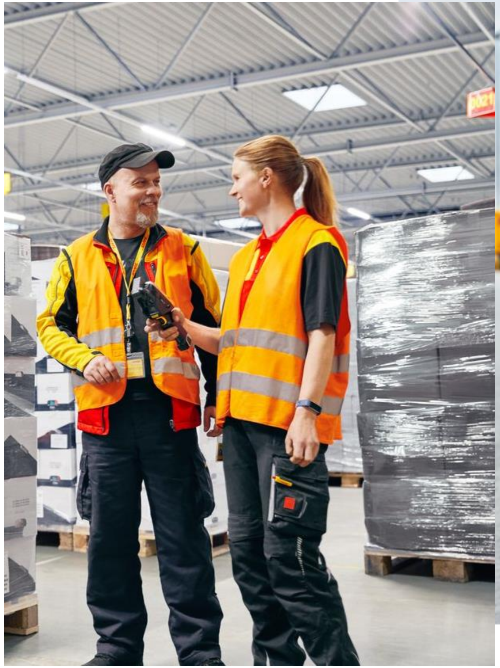
OCEAN FREIGHT MARKET UPDATE

JULY 2022 –
PUBLICATION DATE JULY 1ST, 2022

DHL Global Forwarding – Excellence. Simply delivered.

Contents
Ocean Freight Market update – July 2022

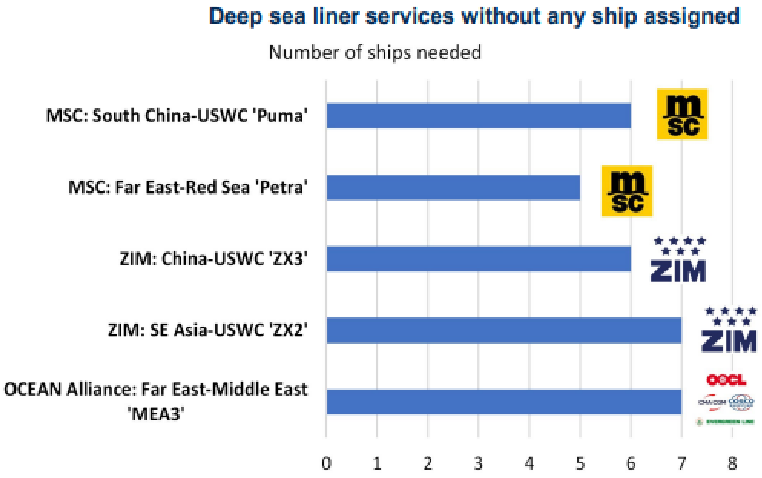


Topic of the month
Liner schedules 2022

Shortage of ships affects shipping lanes worldwide

Ocean carriers are being forced to make difficult choices as there are not enough container ships to fully staff all regular liner services.

- Fourteen deep sea liner services are currently missing half (or more) of the number of ships required to guarantee a fixed weekly sailing frequency.
- Five loops are even missing all of their ships and could be considered as ‘temporarily suspended’.
- In order to mitigate consequences for shippers, carriers provide alternatives by adding ad hoc calls on other loops or deploying numerous ships with very flexible routings. Currently 52 ships (representing a capacity of 270,100 TEU) are deployed as extra sailers on the Asia – North America trade.



- The capacity reduction in Russian feeder services have allowed carriers to shift tonnage to other trades. However the redeployment has a minimal impact on the worldwide shortage of container ships, as the 80,700 TEU of fleet capacity which has been transferred to non-Russian routes only represents 0.3% of the global container fleet.

Flexibility is the name of the game, this however often comes at the expense of regularity. Which is also clearly reflected in the Ocean Schedule reliability on slide 14.

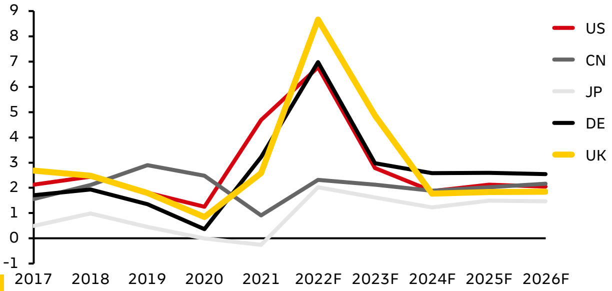
Source: DHL, Alphaliner, Sea Intelligence

High level market development

ECONOMIC OUTLOOK GDP GROWTH BY REGION[1)]

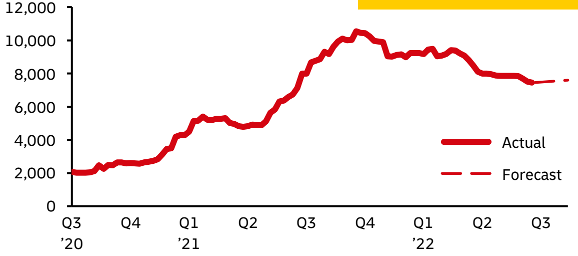
	2022F	2023F	2024F	2025F	2026F	CAGR (2023-26)
AMER	2.3%	2.3%	2.4%	2.3%	2.6%	2.4%
ASPA	4.1%	4.6%	4.3%	4.2%	4.2%	4.2%
EURO	1.3%	1.8%	2.0%	1.7%	1.8%	1.8%
MEA	4.3%	3.7%	3.3%	3.2%	3.1%	3.2%
DGF World	**2.8%**	**3.1%**	**3.1%**	**2.9%**	**3.0%**	**3.0%**

INFLATION, YOY in %[2)]

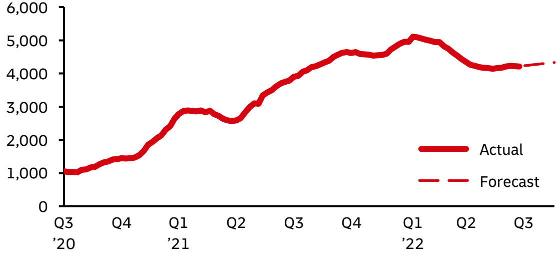


Surcharges related to e.g., equipment & space availability are not reflected in WCI & SCFI

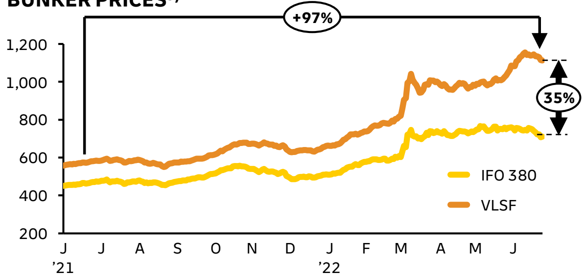
WORLD CONTAINER INDEX (WCI)[3)]



SHANGHAI CONTAINERIZED FREIGHT INDEX (SCFI)[4)]



BUNKER PRICES[5)]

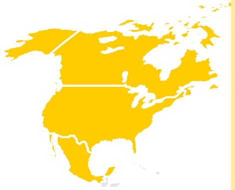


1) Real GDP, Copyright © IHS Markit, Q1 2022 Update 24 Mar '22. All rights reserved; 2) IHS Markit Q4 2021 Update 24 Mar '22. All rights reserved; 3) Drewry, in USD/40ft container, including BAF & THC both ends, 42 individual routes, excluding intra-Asia routes; 4) Shanghai Shipping Exchange, in USD/20ft 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 July 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				
Strong Increase ++	Moderate Increase +	No Change =	Moderate Decline -	Strong Decline --

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

ASPA-EURO The port congestion in Europe is still a major issue which delays schedules and more blank sailings have been announced by all carriers and alliances. The equipment situation remains tight, especially for 40HC equipment.

ASPA-AMNO With Shanghai gradually returning to normalcy, factory production is picking up and volume will be improving from July. The ILWU and PMA has commented that neither party is preparing for a strike or lockdown and there will not be port disruption for USWC.

ASPA-AMLA Demand to AMLA on the surge in July, specially WC/MX. The general expectation into ECSA is also rebounding but not so strong as the solid demand to WC/MX. There will be pressure to both ECSA and WCSA/MX into July with backlog of CN post covid and peak season start, with anticipated orders by various consignees. Rates are expected to fluctuate upwards in July.

ASPA-MENAT Overall market demand is improving after CN lockdown. Market will remain volatile in Q3. Demand to Middle East/Red Sea soared in May with rate increases of USD 2000/TEU so far and more GRIs to come. EMED's volumes are expected to pick up strongly after mid June especially to TR while overall market capacity is still weak. SAF/WAF's demand is slowly picking up but EAF is still sluggish at the moment. Overall Q3's bunker quantum is expected to increase significantly vs. Q2. Equipment shortages are seen in CN and various South East Asia ports and are expected to be more pronounced if market demand continues to soar.

ASPA-ASPA Demand from China has returned as Shanghai reopens gradually. Space and equipment remain 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 July 2022
Ocean Freight rates – Other major trades

EURO-AMNO

US: Tariff negotiations on the West Coast between the ILWU (Longshoremen union) and PMA (Pacific Maritime Association) are ongoing and unlikely to reach an agreement before the current contract expires on 1st of July. This timing is typical, and cargo operations continue beyond the expiration of the contract. Neither party is preparing for a strike or a lockout, contrary to speculation in news reports. The parties are committed to reach an agreement. 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: Still high demand on all services into Canada. East coast ports are operating relatively fluid, but increased rail dwell time in Montreal (approx. 8 days), Halifax (approx. 7.5 days) and Saint John (approx. 5 days) due to congestion and delays within the rail network. Vancouver is still heavily congested and the situation is expected to worsen again as the back-log from China arrives.
Rates remain stable but on a high level. Fuel prices are leading to increased bunker levels. Equipment situation remains tight throughout Europe.

EURO-ASPA+MEA

Asia: space situation is still relaxed. No bigger issues with capacity. Rate-wise, we mostly see reductions to Asia. BAF for Q3 increased by approx. 25 - 30 % compared to Q2.
AU/NZ: congestion situation improved a bit, minor delays compared to the previous months. The direct service is still well utilized. NZ-situaion has slightly improved. Rates are still on a high level.
MEA: Space is stable with slightly reduced rates.

AMNO-EURO

Capacity remains stable for Q3. Slight increase of FAK rates coupled with a Bunker increase.

AMNO-ASPA

AMNO – ASPA: Rates and Capacity are stabilizing after the blitz of Imports and carriers prioritizing empties back to Asia.
AMNO – SPAC: cargo back log and severe capacity situation remain ongoing.

AMLA Exports

AMLA – AMNO & INTRA: Rates / space and congestion situation continues unchanged.
AMLA – ASPA: Market remains bullish, with strong devaluation of AMLA currencies against USD as USA increases interest rates significantly to control inflation.
AMLA – EURO, MENAT & SSA: Following the recent restructuring of services along SAEC and WC MX, further changes of services were announced for MX EC to Med connectivity. Northern SAWC is becoming quite competitive with new services / capacity in the market. Q3 BAF levels taking big increases.

Source: DHL

Economic outlook & demand evolution – The global economic climate is shifting, as fighting inflation gains urgency

Higher energy costs could push Western Europe into recession. IHS Markit's June forecast already incorporates mild second-quarter contractions in real GDP in the UK, Italy, Spain, and the Netherlands. With inflation surprising on the upside, central banks are stepping up the pace of tightening, with the European Central Bank now expected to start raising interest rates in July. The fallout of the Russia-Ukraine war deflated consumer and business confidence.

The United States faces a growth recession and rising unemployment. The US Federal Reserve raised its policy rate by 75 basis points at its mid-June meeting and signaled its determination to return inflation to 2%, acknowledging it expects unemployment to increase. Although household finances are generally in good shape, high inflation is eroding real incomes and making households more cautious about spending. The boom in housing markets is subsiding, and businesses are likely to trim capital spending plans for the year ahead. Real GDP growth is projected to slow from 5.7% in 2021 to 2.5% in 2022 and 1.8% in 2023 and 2024, with risks weighted to the downside. With real GDP growth running below potential, the unemployment rate will rise from 3.6% in May to a high near 5.0% by 2025.

Mainland China's economy begins to recover from COVID-19 lockdowns. Mainland China's economic downturn moderated in May as industrial production and exports turned up while services and retail sales remained in contraction. The government's dynamic zero-COVID policy will remain in place through 2022, preventing a return to normalcy and limiting the effectiveness of economic stimulus. The property market remains in recession, and declining land sales are hurting local government finances.

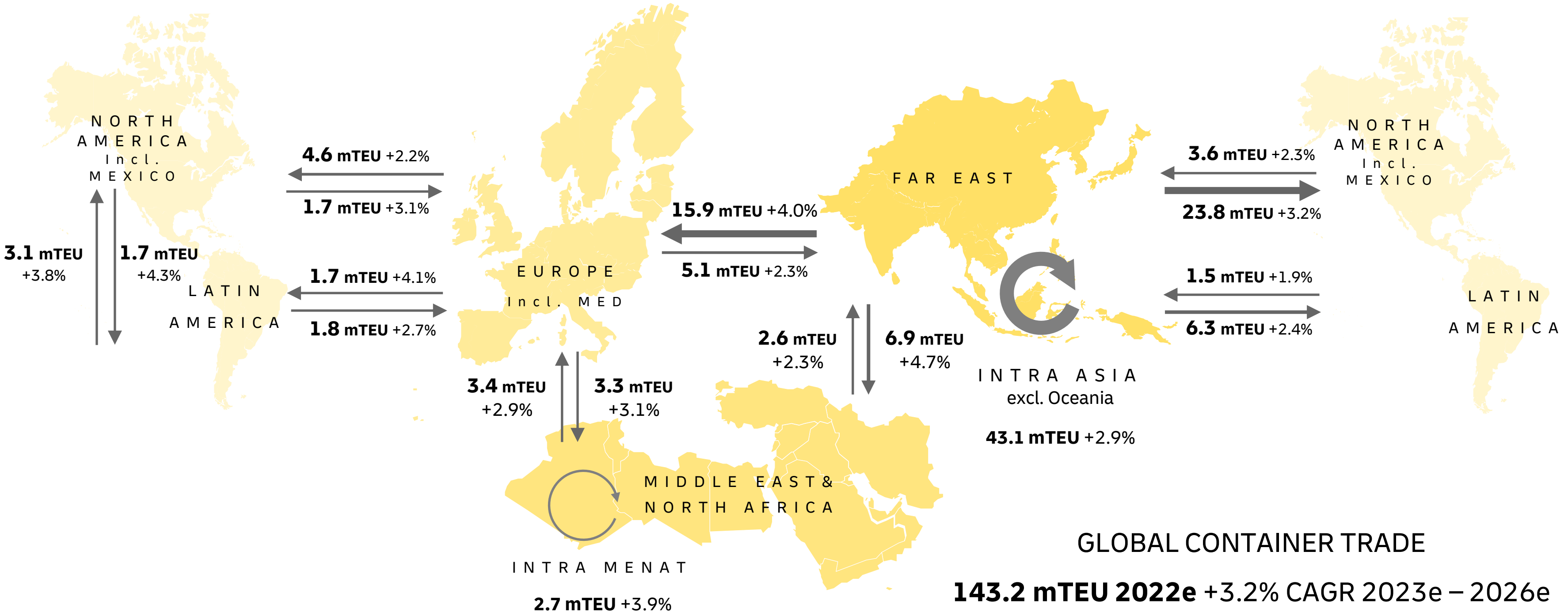
In Japan consumer price inflation rose to 2.5% y/y in April.. Further advances in energy prices could be contained in the short term, as the fuel cost adjustment system limits further increases in electric and gas charges and the government has raised subsidies to oil distributors since late April. Yet, the widening interest-rate differential between the US and Japan continues to drive yen depreciation. Higher import prices and the weak yen will lead companies to pass along some cost increases to consumer prices.

The Russia-Ukraine conflict becomes a war of attrition. Russia's invasion of Ukraine on 24 February has transformed the geopolitical landscape. Through sanctions, trade policies, and private investment decisions, Russia's international trade will be limited and its economy will undergo a restructuring to increase self-sufficiency.

The JPMorgan Global Composite Output Index (compiled by S&P Global) edged up 0.3 percentage point to 51.5 in May, reflecting steady growth in services and a milder decline in manufacturing, which has been held back by lockdowns in mainland China over the past three months. Excluding mainland China, the global Purchasing Managers' Index™ (PMI™) registered 54.3 in May, down 1.0 point from April but indicative of solid growth.

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

Market volume 2022 – 2026



GLOBAL CONTAINER TRADE

143.2 mTEU 2022e +3.2% CAGR 2023e – 2026e

Source: Seabury Jun22 update

Carrier Financial results 3 Months 2021–2022 (US$ million) Another new record.

Updated with CMA CGM Q1 ‘22 figures

	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)	8’586	14’850	73%	2’975	8’538	187%	34.6%	57.5%	2’090	7’199	244%
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)			**77%**			**163%**	**37.6%**	**55.8%**			**187%**

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) 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

MSC launched a **new** standalone **North Europe – US Gulf loop** named 'NWC to Mexico Express' end of June. The new loop will turn in six weeks calling at Antwerp, Bremerhaven, Freeport (Bahamas), Veracruz, Altamira, Antwerp. MSC already offers a direct North Europe - Mexico connection with the 2M 'TA3 / NEUATL3' service operated jointly with Maersk. Currently however, voyage times are negatively impacted on this service by port congestion in the USA. MSC is understood to have launched this additional standalone service loop to offer **more reliable service to/from Mexican ports**, as well as MSC's regional hub in Freeport, Bahamas.

MSC will launch a completely **new Far East – US Gulf – USEC 'Zephyr' service** offering a Far East – Houston connection and a new direct Asia – Port Everglades link, as well as making westbound calls at the Mexican port of Lazaro Cardenas. The new Asia – USEC 'Zephyr' service will kick off with the planned 20 July sailing of the 5,029 TEU MSC BREMEN at Shanghai. The new service is being launched after a revision of the Southeast Asia – California 'Sentosa' and the Asia – US East Coast 'Santana' service.

Maersk has announced **further adjustments** for the **Med – US Gulf 'TA6 / MEDGULF' service**, operated jointly with MSC as part of the 2M. According to Maersk, **congestion in North American ports** and a subsequent accumulation of vessel delays requires **more port omissions** this summer to combat service disruptions. All eight 6,500 – 9,200 TEU ships deployed on this Transatlantic loop will skip eastbound Miami and Sines calls on their next round voyages starting in the Med between the end of June and mid-August. The temporary adjustments also concern the port of New Orleans, which will only be served every two weeks.

Hapag Lloyd has announced a rotation change for the **Far East – US East Coast 'EC1' service** of THE Alliance. The call at **Charleston**, dropped in April, will be **reinstated** as from the voyage of the 13,169 TEU BASLE EXPRESS starting on 8 July in Kaohsiung. Hong Kong, which had been removed from the 'EC1' rotation in April as well, continues to be omitted.

Pacific International Lines (PIL), Wan Hai Lines (WHL) and Yang Ming (YM) will launch a **new weekly Asia – West Coast South America service** on 13 July from Ningbo. The new joint service is branded 'WS6' by PIL, 'AS2' by WHL and 'SA8' by YM. It will turn in 70 days using a fleet of ten, yet to be named vessels of 3,000 – 5,000 TEU.

COSCO and **CMA CGM** have launched **a new Asia – West Coast South America fortnightly service** at the end of June. The new service, dubbed 'WSA 6' by COSCO and 'ACSA 5' by CMA will turn in 70 days using five vessels of about 5,000 TEU, three of which contributed by CMA CGM and two by COSCO. OOCL is joining this service via slots only, branding it as 'TLP6'.

Source: Alphaliner, Dynaliners, Carriers

Capacity 2/2

MSC has announced the **addition of Zeebrugge** as first North European discharge port **to two** of the six **Far East – North Europe loops** that the carrier jointly operates with Maersk under the 2M partnership. The two services in question are the 'AE6/Lion' and 'AE1/Shogun'. The 2M partners have secured extra terminal capacity from CSP Zeebrugge. Sending both the 'AE6/Lion' and 'AE1/Shogun' to Zeebrugge as an alternative port for local cargo, will **help reduce pressure** amid the **port congestion in Europe**, MSC said.

Maersk as announced the **launch** of a **dedicated New Zealand coastal service** dubbed 'Maersk Coastal Connect' and the reinstatement of a weekly Brisbane call on its Southeast Asia-Australia-New Zealand 'Southern Star' service as of July. These are new steps in the reorganization of the Oceania network to restore reliability as New Zealand ports continue to cope with congestion and delays.

Fleet capacity deployed on regular **intra-European services** to/from **St Petersburg** has been **reduced by 82%** since start of the Russia-Ukraine war – from 96,400 TEU in early February to 15,700 TEU as of 1 June. MSC and CMA CGM are the only carriers left to advertise sailings to/from the Russian port, though Unifeeder and COSCO Shipping have continued to send ships to St. Petersburg in the past weeks on off-schedule voyage.

China's CSSC Group on 22 June formally delivered the megamax container vessel EVER ALOT to **Evergreen**. The new ship is the first of nine conventionally-powered units that the sister yards of Hudong-Zhonghua and Jiangnan (Group) Shipyard will build for Evergreen. With a **nominal box intake of 24,004 TEU**, the brand new **EVER ALOT** and her upcoming sisters will be the **largest containerships in the world** and the first to break the barrier of 24,000 TEU. Evergreen's new vessel will start her career on the carrier's Asia – Europe Service 'CEM', which is also known as the OCEAN Alliance loop 'NEU6'.

Hapag Lloyd reported on 1 June that it formally **completed** the **takeover** of **Deutsche Afrika-Linien (DAL),** a shipping line which focuses on South Africa and the trade between South Africa and Europe. The purchase concerns DAL's entire liner business, including the acquisition of the 6,589 TEU vessel DAL KALAHARI and DAL's equipment fleet of around 17,800 boxes. Hapag Lloyd CEO Rolf Habben Jansen commented that DAL's experienced staff would help Hapag Lloyd achieve further growth in Africa, which he described as an important strategic market for the carrier. Hapag Lloyd particularly mentioned DAL's service from and to South Africa, as a 'valuable addition' to its network and underlined that it expects operations to be integrated by Q4 2022.

Source: Alphaliner, Dynaliners, Carriers

Rules & Regulations

A **new Ocean Shipping Reform Act was passed by the US Congress** on June 13th. The new Act will bring several significant changes, and:

- give the FMC the authority to investigate the business practices of carriers;
- require carriers to report details of import/exports on a quarterly basis;
- make it illegal for carriers to unreasonably refuse to take US exports.

The reformed Act will also allow persons to submit complaints to the FMC regarding carrier charges. Meanwhile, the FMC will initiate new rulemakings on prohibited practices relating to detention and demurrage charges. The reform represents the first overhaul of the US Shipping Act since 1998. Following its passing by Congress, the bill was signed into law by President Biden on June 16.

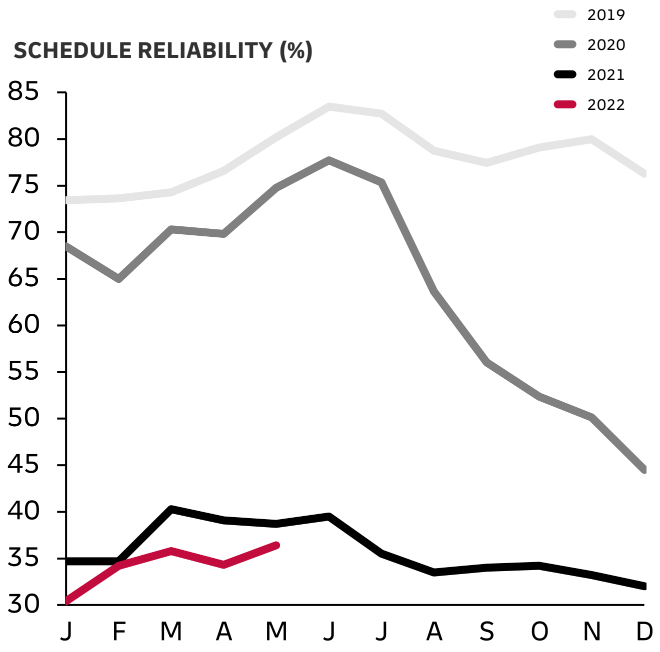
A two-year investigation by the FMC recently concluded that there had been no collusion by carriers during the pandemic. The FMC found competition was 'vigorous' on the major trade lanes, and high prices were the result of the supply/demand mismatch.

Source: DHL, Alphaliner, JOC

Ocean Schedule Reliability

Best reliability so far this year

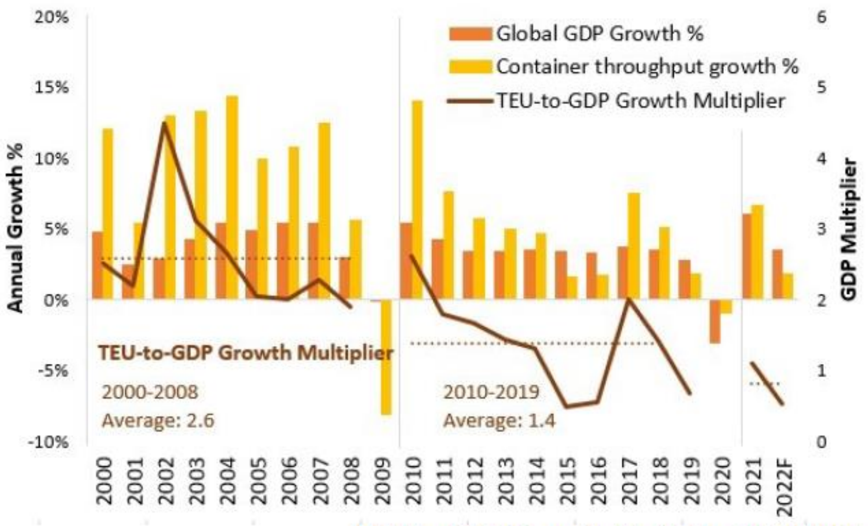
- Schedule reliability has improved again to 36.4% in May to the highest reading so far this year. Despite this improvement the May 2022 figures is still 2.3 ptp than the year before.
- The lowest reliability was again recorded on the **Asia-Oceania** trade (18.3%) while the **Oceania-North America** trade was the best performing trade (64.4%).
- On the **Transpacific** Eastbound reliability slightly decreased MoM (21.7 % in Apr to 19.8% in May) while it improved on the backhaul (30.9% in Apr to 34.5% in May).
- The **Asia-North Europe** trade on the other hand saw a better performance in May than the month before (25.7% in May vs. 18.9% in Apr). Also on the **Transatlantic** the figures went up to 24.1% on the westbound and 28.9% on the eastbound leg.
- The **Asia-South America** trades performed comparably well: 44.5% Asia-ECSA and 45.9% Asia-WCSA.
- With the end of the lockdown in Shanghai, lingering port strikes in Europe and the US West Coast and the start of the traditional peak season in Q3 we do not expect reliability to improve over the next months.



Source: Sea Intelligence, DHL

Did you know?
Global GDP Growth vs. Container Traffic Growth

- The global container volume growth to GDP growth ratio continues its downward trend with the 2021-2022 forecasted growth showing a correlation of just 0.8. This implies that container throughput will raise at a slower pace than the forecasted GDP growth this year.
- This marks a change compared to previous years when container throughput growth was in the majority of years higher than GDP growth, leading to a TEU-to-GDP growth multiplier above 1.
- This ratio is also significantly lower than the 2.6 times multiplier recorded in the decade prior to 2009 and the 3.4 times multiplier in the 1990s when globalization took off and companies launched widespread offshoring.
- With the exception of 2021 the multiplier has always been below 1 in the last seven years meaning that container traffic grew less than global GDP.

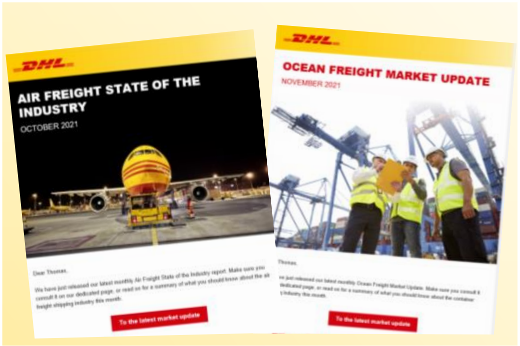


TEU-to-GDP Growth Multiplier 2000-2022

Source: Alphaliner

STAY IN TOUCH WITH THE EXPERTS

ARE YOU READY TO MOVE FORWARD?



SUBSCRIBE TO OUR EMAIL ALERTS

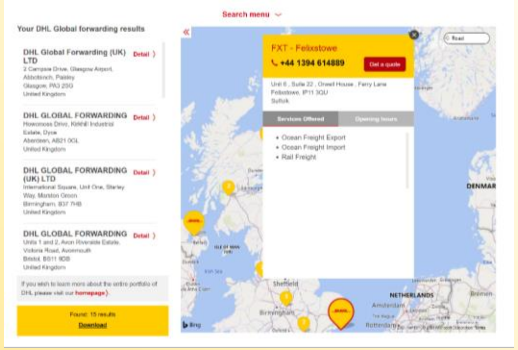
Receive our Air & Ocean Freight market updates and exclusive industry content directly in your inbox.

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 July 2022 – Ocean Freight rates additional trades (1/2)

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). We see some rate stabilization with all carriers extendring rates into Q3. **South America:** Capacity situation remains unchanged: tight with only MSC being more flexible on short-term, albeit at high rates and limited freetimes. Equipment situation not improving. We also see rate stabilization on this trade, with all carriers extending rates into Q3.
EURO-MENAT	Space is available. 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. Hapag Lloyds ultimate sailing as slot charterer on MSC service happened mid of July. Hapag Lloyd temporaly suspends all South Africa service for approx. 1.5 months. From Euro NC to South Africa MSC will entertain a strandalone service whereas the remaining carriers (HPL/DAL, ONE and Maersk) share vessels on the so called SAECS/SRX loop. Rates are increasing on the short/mid term market driven by BAF increases and base rate increases. **West Africa:** space remains tight across all carriers. Pre-bookings 6-8 weeks in advance are required. Ongoing congestion situation in PODs. **East Africa:** very high vessel utilization, space is very tight. Pre-bookings 6-8 weeks in advance are required.
AMNO-MENAT	USCHS / USSAV ports remain omitted for several key USEC to Mideast services until August, or later. GRIs have waned in this market during the usual summer slowdown, but 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	Significant bunker increases for Q3 along with OFR rate levels on the rise for WCSA. Sporadic equipment surplus announced by certain carriers to promote evacuation (NOR's are prioritized). USGULF area still facing major challenges with port swaps/omissions and delays.

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

EURO MED-AMNO	Space constraints, equipment shortage and congestion at origin / destination ports continue. Rates stable till end of September
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	Equipment shortage and vessel schedule reliability remains an ongoing issue. China volumes have increased in recent weeks especially after Shanghai restrictions have eased, however market volatility will still be there depending if there will be any further changes in SHA situation moving forward. Some carriers have announced GRI USD200-300/TEU eff. June and expecting rates to further increase in July if volumes continue to increase. Q3 would also be the start of usual peak season for AU, space will be expected to be tight for all POLs. ANL is promoting SEA-NZ volumes which will be great opportunity to file NAC. With bunker price expected to increase in Q3, overall rate level will further increase.

Source: DHL

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
PMA - Pacific Maritime Association
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