LINERLYTICA

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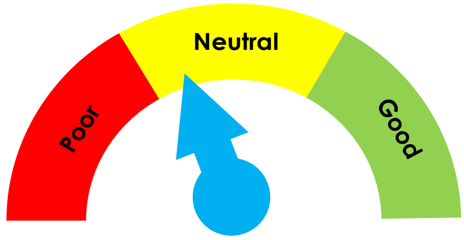
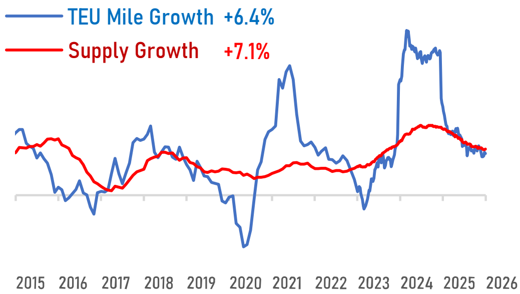
Market Pulse 2025 Week 52

CONTAINER MARKET BAROMETER 2025 WEEK 52





MARKET BRIEF 2025 WEEK 52

Container freight rates enjoyed a mini year end rally with the SCFI rising by 6.7% in the last reading of 2025 while the CCFI increased by a more modest 2.0%. Despite the recent rate strength, average 4th quarter CCFI rates remain 10.7% lower than the 3rd quarter and the current quarter's rates is at the lowest level in 2 years with carriers' earnings already under pressure.

CMA CGM has started to send their ships back o the Suez route as scheduled from last week on their eastbound voyages from Europe on the FAL 1, FAL 3 and MEX, as well as transits on both directions on the India-US East Coast Indamex service.

Although a full return to the Suez is still several months away, ports in Asia and Europe are already bracing for increased congestion. Outside of North America, port congestion in 2025 have already exceeded their previous peaks in 2022 and appear set to remain elevated in 2026.

Port Congestion Week 52
2.99m TEU
8.9% of fleet

Idle Containerships
48 ships
121,338 TEU
0.4% of fleet

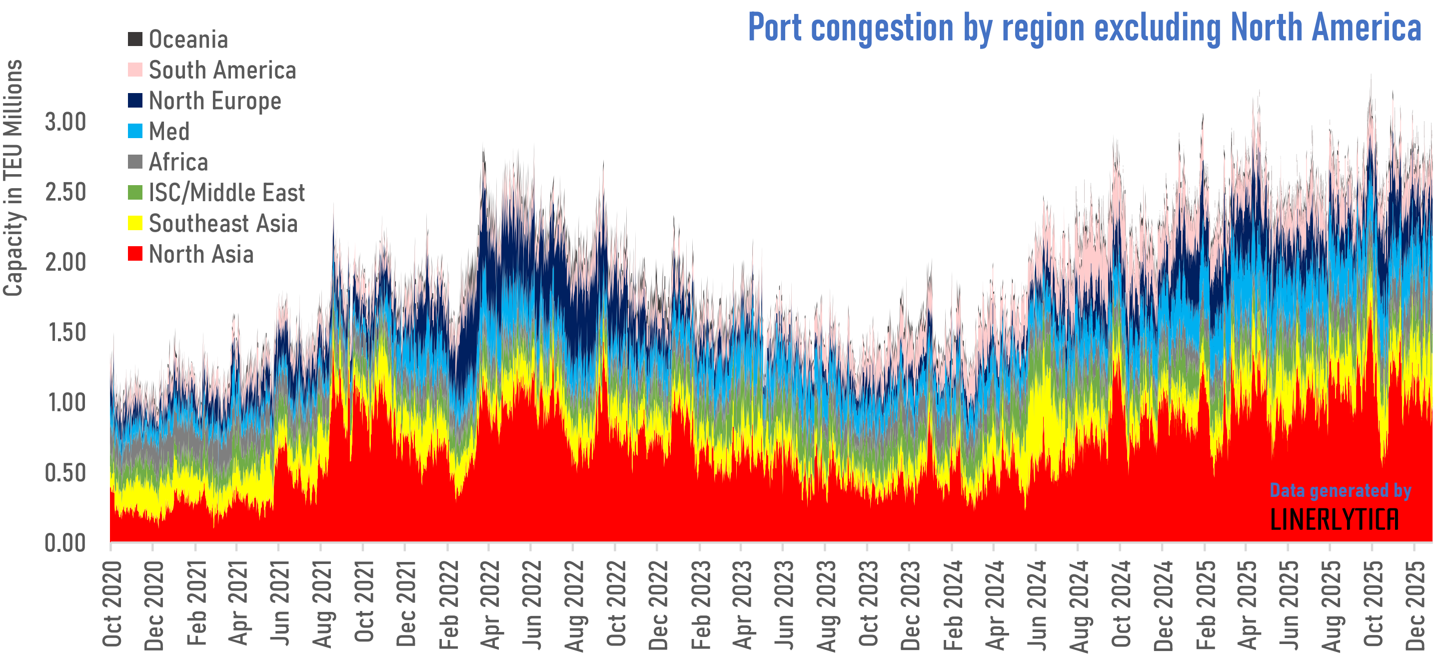
Ships Delivered Last 30 days
21 ships
163,618 teu

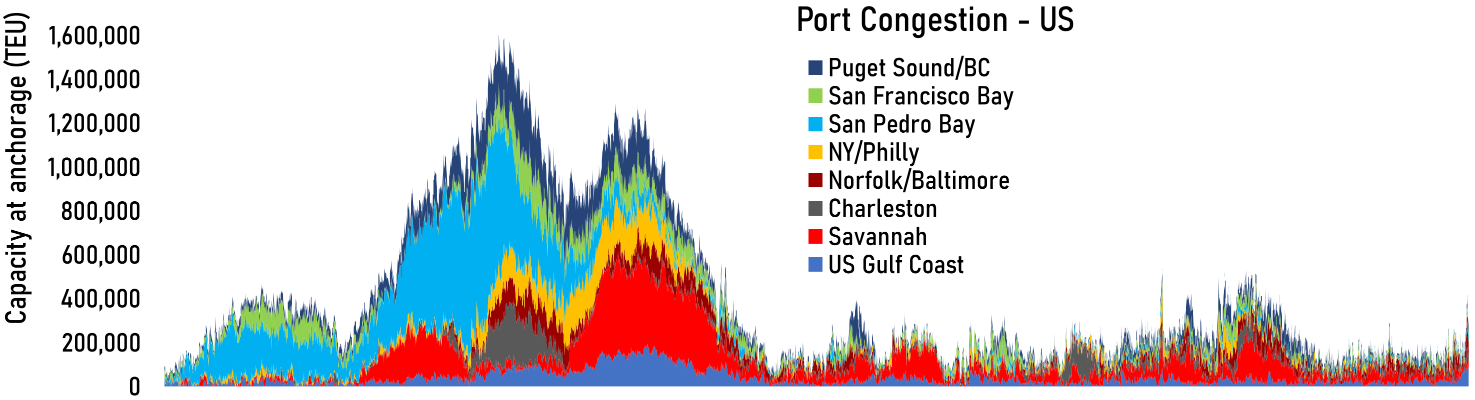
Ships Deleted Last 30 days
1 ship
286 teu

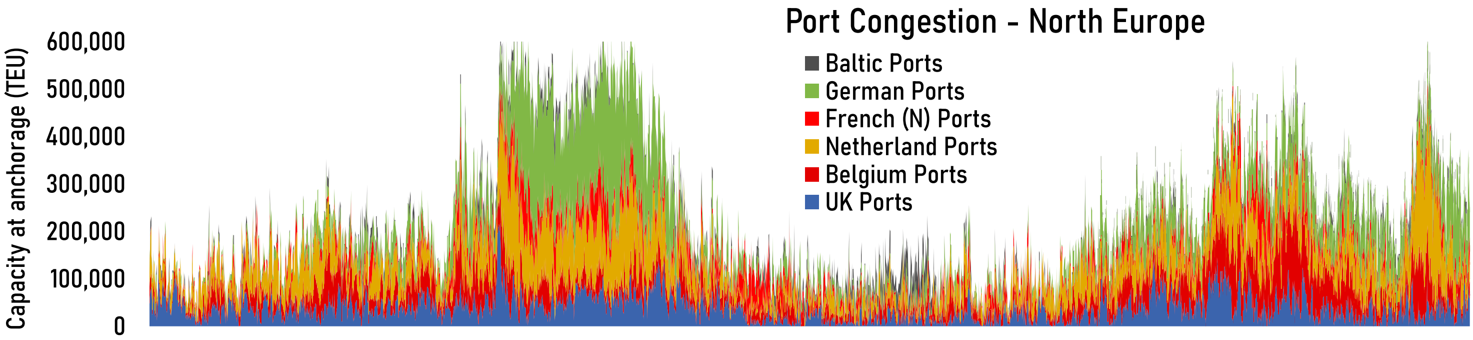
Freight Rates SCFI Week 52
1,656
6.7% WoW
-32.7% YoY

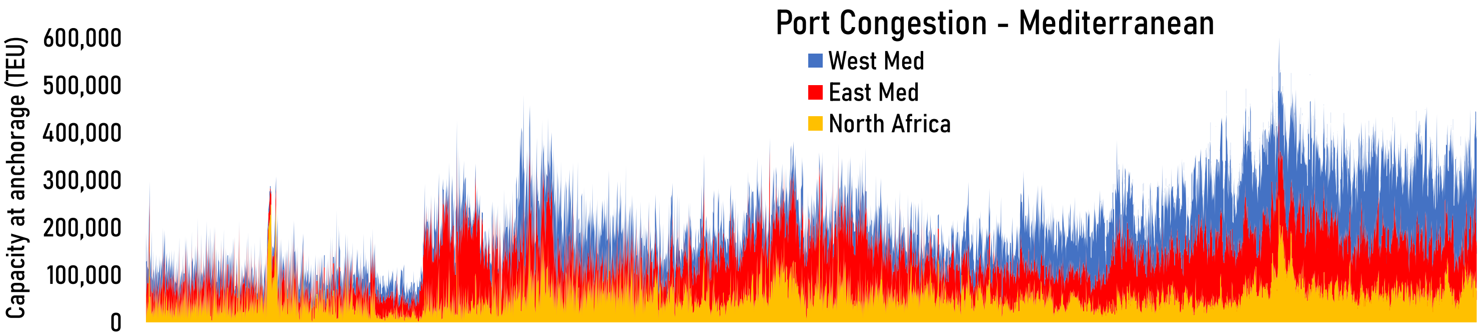
Port congestion outside of North America worse now than in 2022

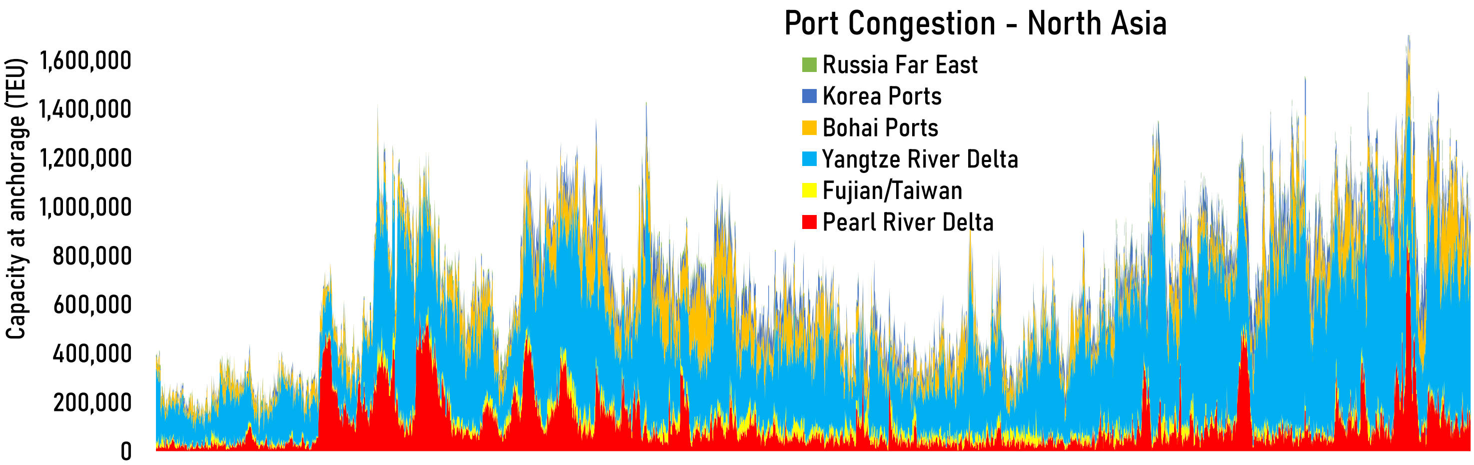
Congestion at container ports outside of North America reached a record high in 2025, surpassing the COVID era peaks in 2022. Ports in Europe, China and Southeast Asia all recorded heightened congestion over the past year and the number of ships waiting at anchorages at these regions remain elevated as the year end approaches. High container throughput volumes this year, coupled with unstable vessel schedules that often results in bunching of vessel arrivals as well as labour strife especially at European ports have all contributed to the increased congestion this year. Ports are bracing for worsening congestion when ships return to the Suez route in 2026.

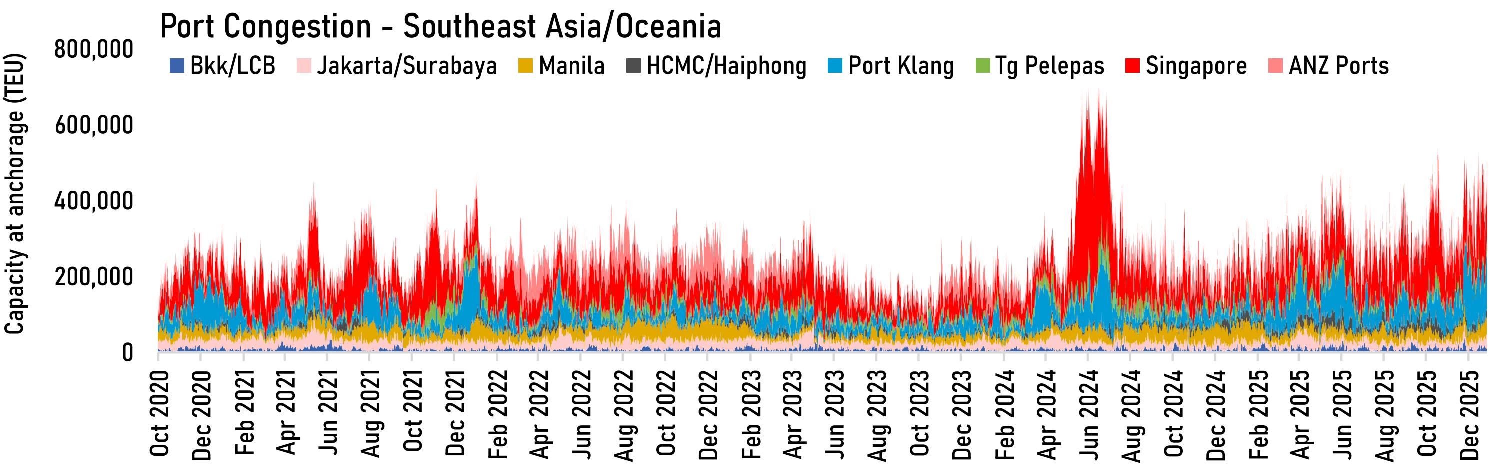



Port Congestion - US
Capacity at anchorage (TEU)
1,600,000
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
0
Puget Sound/BC
San Francisco Bay
San Pedro Bay
NY/Philly
Norfolk/Baltimore
Charleston
Savannah
US Gulf Coast


Port Congestion - North Europe
Capacity at anchorage (TEU)
600,000
500,000
400,000
300,000
200,000
100,000
0
Baltic Ports
German Ports
French (N) Ports
Netherland Ports
Belgium Ports
UK Ports


Port Congestion - Mediterranean
Capacity at anchorage (TEU)
600,000
500,000
400,000
300,000
200,000
100,000
0
West Med
East Med
North Africa


Port Congestion - North Asia
Capacity at anchorage (TEU)
1,600,000
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
0
Russia Far East
Korea Ports
Bohai Ports
Yangtze River Delta
Fujian/Taiwan
Pearl River Delta


Port Congestion - Southeast Asia/Oceania
Capacity at anchorage (TEU)
800,000
600,000
400,000
200,000
0
Bkk/LCB
Jakarta/Surabaya
Manila
HCMC/Haiphong
Port Klang
Tg Pelepas
Singapore
ANZ Ports
Oct 2020
Dec 2020
Feb 2021
Apr 2021
Jun 2021
Aug 2021
Oct 2021
Dec 2021
Feb 2022
Apr 2022
Jun 2022
Aug 2022
Oct 2022
Dec 2022
Feb 2023
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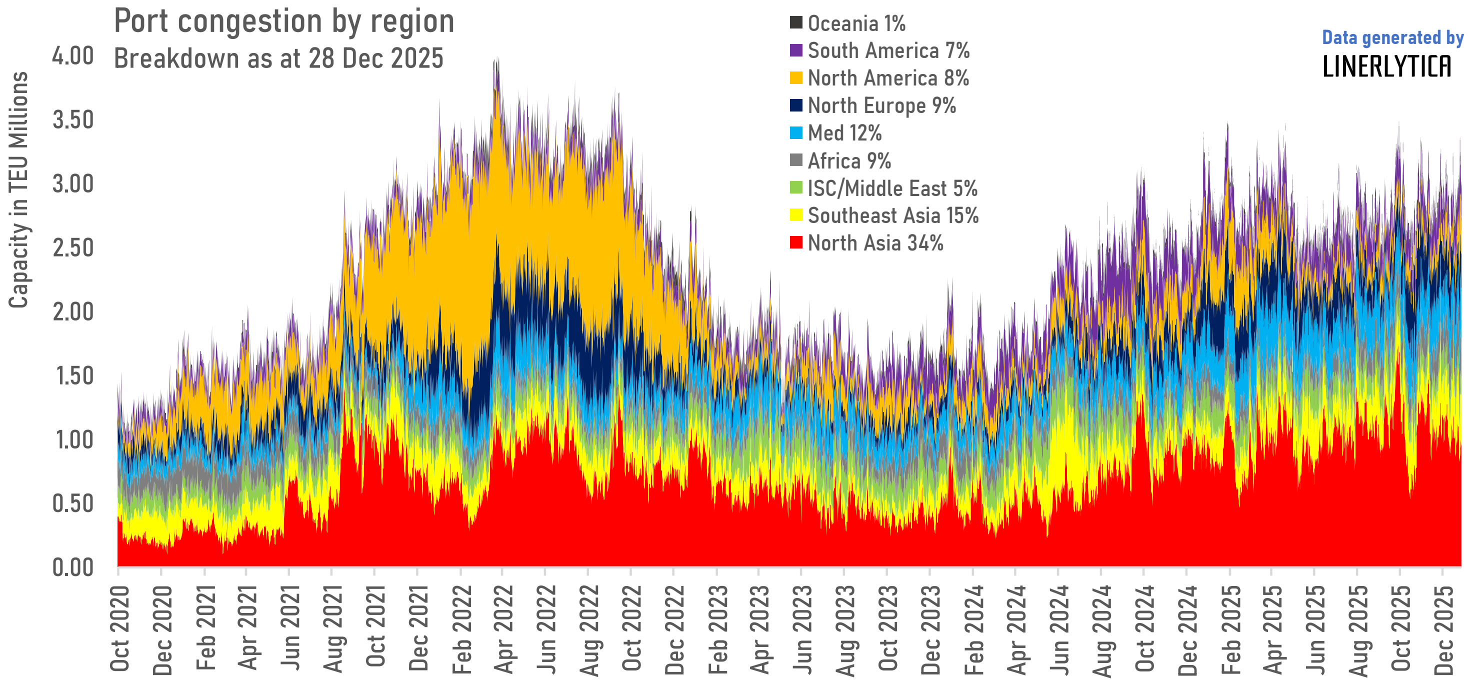
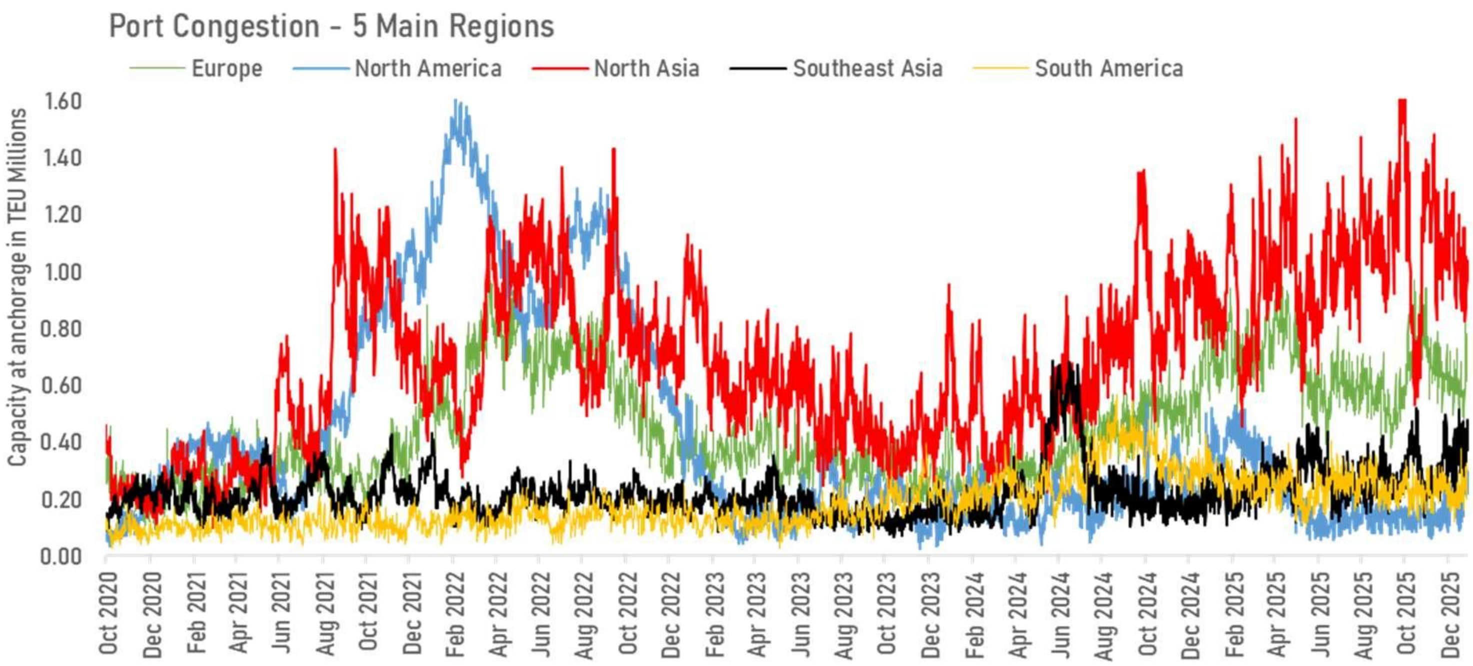
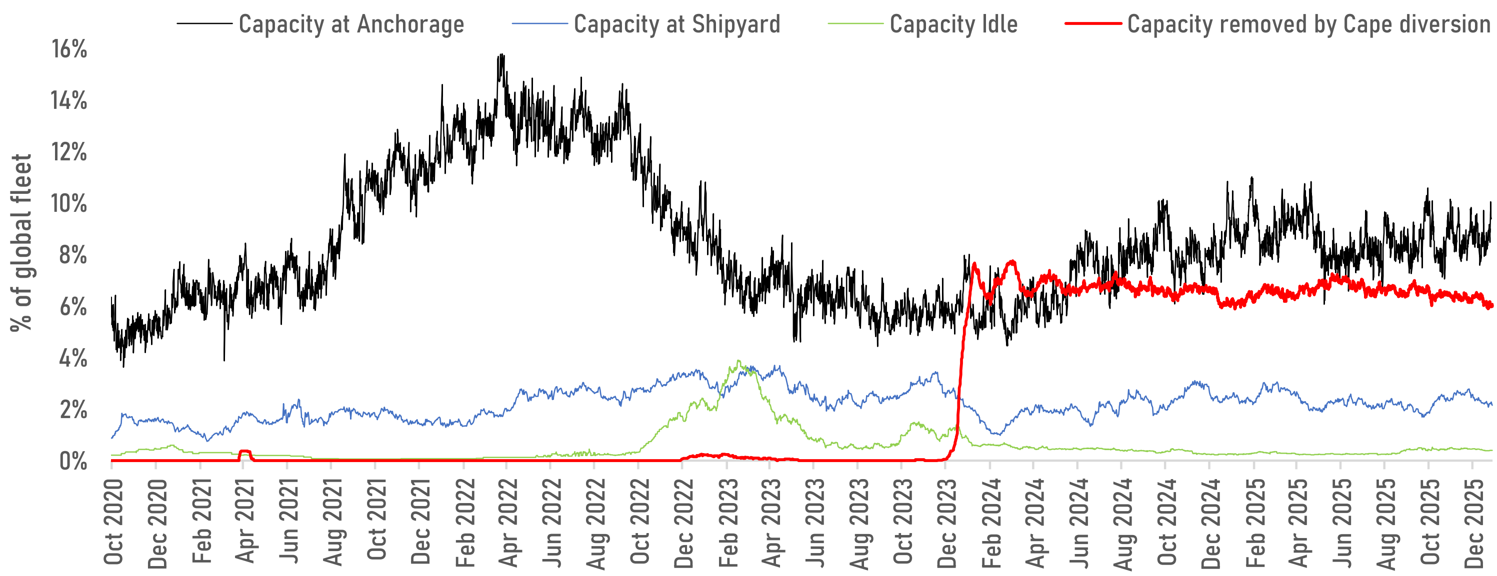
Aug 2025
Oct 2025
Dec 2025

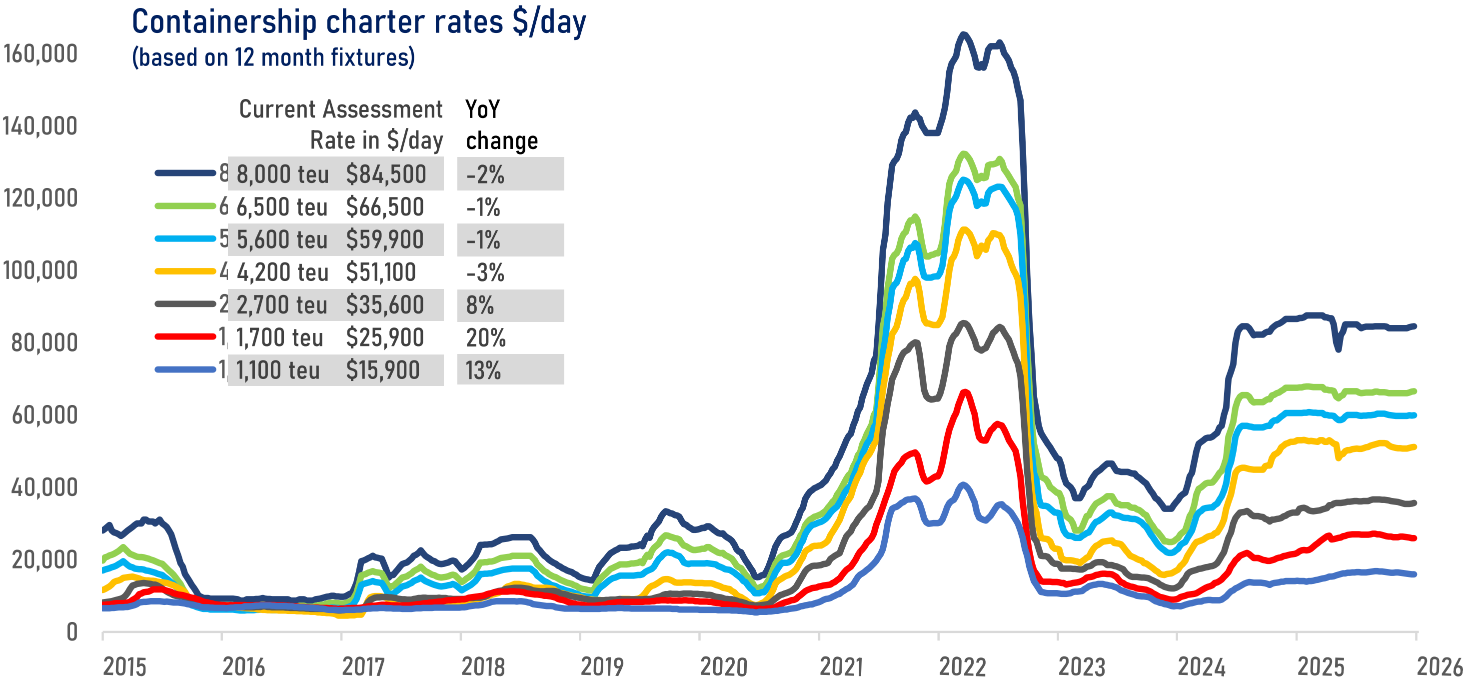


LINERLYTICA — Weekly Congestion and Idle Fleet Spotlight



Capacity at anchorage as % of global fleet





The number of containership fixtures dropped due to the year end holiday season with charter rates remaining very firm on strong demand from carriers still willing to pay elevated rates on extended periods. Maersk in particular remains short of tonnage and have been the most active charterer in the market as it seeks to fill slots from redelivered ships. Maersk has redelivered 2 units of 3,000 teu chartered from Wan Hai in the past 2 weeks and continues to seek replacement ships. Maersk's vessel shortage could hasten its decision to make a full return to the Suez in order to reduce its reliance on chartered ships.

There is more activity in the resale market with several ships delivered to their new owners as the year end approaches. MSC took over 4 more second hand units in the last 2 weeks, of which the most notable were for the 8,540 teu TSC DORADO and TSC LONDON. Both ships were under charter to MSC when they were detained in Malta in 2022 due to links to Russian interests. The ships were idle for 3 years before they were released in July this year. Both ships joined MSC on charter in October 2025 after completing drydocking before ownership was finally transferred to MSC over the past week and have been renamed MSC DORADO VIII and MSC LUANDA VIII. These latest purchases brings the total number of ships acquired by MSC from the resale market since 2020 to 485 units.

New Charters

Vessel Name	TEU	Built	Gear	EGCS	Owner	Chartered	Rate $/day	Period	Laycan
CONTI COURAGE	8,073	2005	No		Claus-Peter Offen	MSC	priv	NA	Dec-25
MERVE A	4,253	2008	No		Danaos	CMA CGM	26,000	23-25m	Dec-25
NORDLEOPARD	1,756	2015	No		Reederei Nord	Maersk	24,000	22-24m	Dec-25
CONTSHIP VIE	1,114	2007	Yes		Contships Management	Maersk	16,500	16-18m	Dec-25
WIEBKE SCHEPERS	1,012	2009	Yes		HS Schiffahrts	X-Press Feeders	16,450	10-12m	Dec-25
SKY JADE	1,009	2014	No		CK Line	KMTC	16,800	12m	Dec-25

New Ownership changes

Name	TEU	Built	Gear	Yard	Delivery	Price	Seller	Buyer
HAKATA SEOUL	8,540	2010	No	Mitsubishi	Dec 2025	$75m	Nissen Kaiun	DP World
TSC DORADO	8,204	2006	No	Hyundai H.I.	Dec 2025		TSC	MSC
TSC LONDON	8,204	2006	No	Hyundai H.I.	Dec 2025		TSC	MSC
ATLANTICA PIONEER	3,651	2012	Yes	Shanghai SY	Dec 2025	$31.25m	MSC	MSC
CUL BANGKOK	1,930	2022	No	Huangpu Wenchong	Dec 2025		China United Lines	Erasmus
GALEN	1,840	2007	Yes	Hyundai Mipo	Nov 2025	$18.5m	Conbulk	MSC
NORDPANTHER	1,756	2014	No	Zhejiang Ouhua	Dec 2025	$27.5m	Reederei Nord	CMA CGM
PFL MATAI	1,730	2001	Yes	Szczecinska Porta	Dec 2025	$10.5m	NPDL	Ruby Star Shipping
EF ELENA	1,338	2007	Yes	Jiangsu Yangzijiang	Dec 2025		Ernst Russ/Eimskip JV	Global Feeder Shipping

Ships ordered in last 30 days

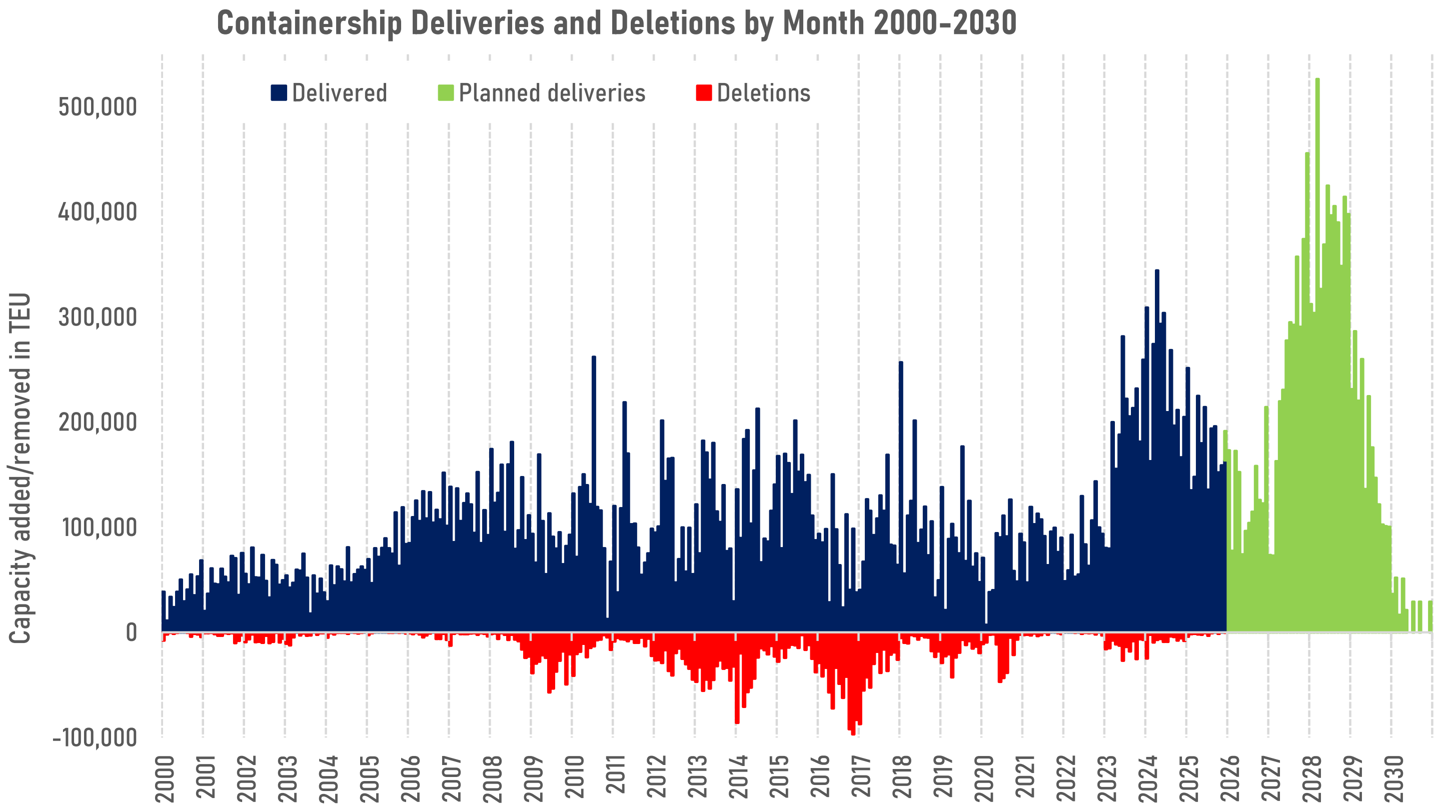
Owner	TEU	Units	Yard	Reported	Delivery	Price/ship	Remarks
MSC	11,400	6	Zhoushan Changhong	TBC	2029	NA	LNG Dual Fuel
Owner not named	6,000	4	Hengli H.I.	23/12/2025	2028	NA	
Kanghong Yangpu	1,900	1	Ningbo Penghong	23/12/2025	2027	NA	
Jinjiang Shipping	1,182	2	Dayang Offshore	23/12/2025	2028	NA	Option exercised
Capital Ship Management	8,700	4	Hyundai Samho	18/12/2025	2028	$116.6m	
Wan Hai	6,000	6	Huangpu Wenchong	16/12/2025	2029-30	~$79m	LNG Dual Fuel
MPC Containerships	3,700	6	Taizhou Sanfu	16/12/2025	2027-28	$48.75m	
Hapag-Lloyd	4,500	8	CIMC Raffles	12/12/2025	2028-29	$65m	
V Group	1,930	2	Huangpu Wenchong	8/12/2025	2028-29	NA	
COSCO	18,200	12	Jiangnan	8/12/2025	2028-29	NA	LNG Dual Fuel
COSCO	1,800	4	Wuchang	8/12/2025	2028	NA	
COSCO	1,182	5	Wuchang	8/12/2025	2027-28	NA	
TMS Dry	11,400	8	Zhoushan Changhong	5/12/2025	2028-29	NA	
Anhui Wanbang	1,700	2	Wuhu Xinlian	2/12/2025	2028	NA	
Shanghai Yujiang	408	4	Wuhu Xinlian	2/12/2025	2028	NA	
MSC	21,700	2	Penglai Zhongbai	1/12/2025	2029	NA	
Zodiac	9,000	6	Jiangsu Hantong	1/12/2025	2028-29	NA	
Alpha Bulkers	4,500	4	CIMC Raffles	1/12/2025	2028	NA	
Alpha Bulkers	3,100	4	COSCO Guangdong	1/12/2025	2028	NA	
Alpha Bulkers	1,800	3	Yangzijiang	1/12/2025	2028	NA	

Chinese yards continue to dominate fresh orders as 2025 comes to a close, with Hengli announcing a new order for 4 units of 6,000 teu from unnamed owners.

Jinjiang Shipping has exercised options for 2 additional Japan-max SDARI 1100 ships at Sumec New Dayang, adding to the 2 firm units that was ordered in September. In addition, Jinjiang announced plans for a further order for 4 firm plus 4 option units of 1,800 teu that was approved by the company's board of directors on 26 December 2025.

Ningbo Penghong also announced an order for 1 firm and 1 option unit of 1,900 teu from Chinese owner Kanghong Yangpu.

The total orderbook as at the end of 2025 stand at 1,263 units for 11.72m TEU or 35.0% of the current containership fleet by capacity.



Ships deleted in last 30 days

Name	TEU	LDT	Built	Age	Scrap Location	Deleted Date	$/LDT	Last Commercial Owner
ZI YU LAN	286	7,542	1995	30	Chittagong	19/12/2025	NA	Lianyungang CK Ferry

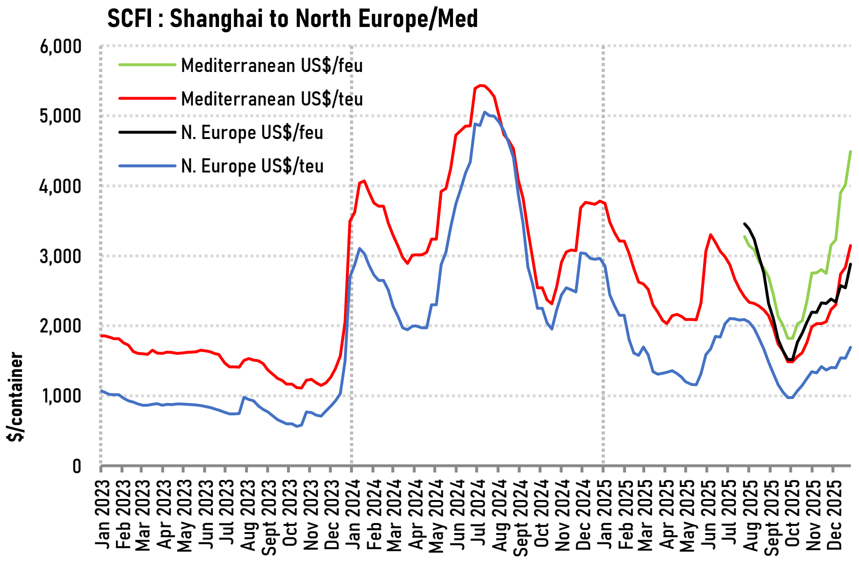
Ships delivered in last 30 days

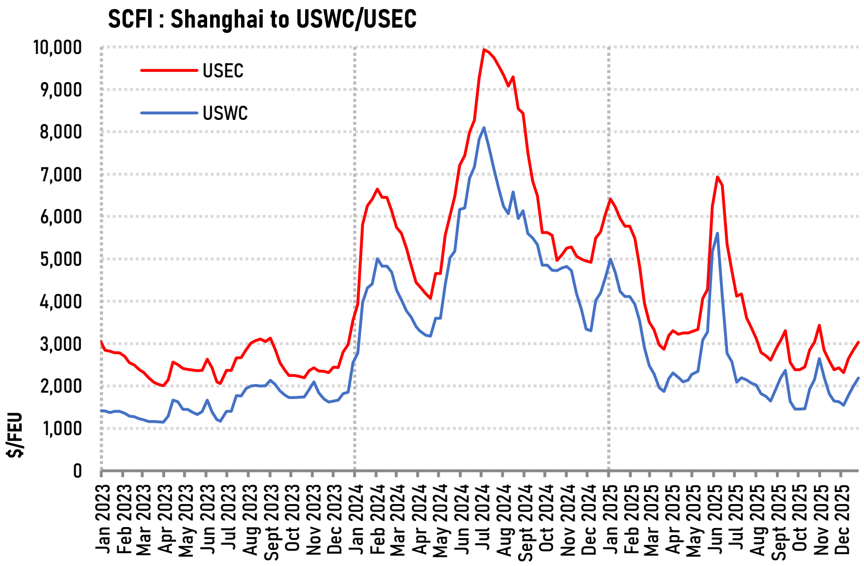
Name	TEU	DWT	Yard Built	Delivered	Owner	Operator	Deployed Trade
BO SHENG 56	3,316	61,149	Ningbo Dongsheng	3/12/2025	Fujian Bosheng	Akkon Lines	FE-MED
ECO MISTRAL	1,250	14,612	Huangpu Wenchong	4/12/2025	Sea Consortium	X-Press Feeders	FE-Med
HMM CLOVER	8,548	100,902	Hyundai Samho	5/12/2025	HMM	HMM	FE-LTAM
CMA CGM KRYPTON	13,136	146,196	Hyundai Samho	6/12/2025	CMA CGM Group	CMA CGM	FE-Med
XIAN FENG JU HE	1,667	31,662	Yizheng Yangzi	9/12/2025	Yangzhou Xianfeng	Asean Seas Line	NEA-SEA
HAI SHI TONG 558	332	4,368	Lianyungang Wuzhou	9/12/2025	Hainan Haishitong	Chinese operator	Dom China
EVER WORLD	2,373	27,907	Huangpu Wenchong	10/12/2025	Evergreen Group	Evergreen	NEA-SEA
NING YUAN TOU MEN	1,060	15,372	Taizhou Jianxing	10/12/2025	Ningbo Ocean Shg	NBOSCO	Dom China
CMA CGM VENDOME	23,876	220,884	Jiangnan Changxing	12/12/2025	CMA CGM Group	CMA CGM	FE-NEU
CMA CGM ANTIGONE	16,188	156,500	Jiangnan	12/12/2025	CMA CGM Group	CMA CGM	FE-Med
HAKATA EXPRESS	428	5,081	Zhenjiang Fuxing	13/12/2025	Sinokor	Sinokor	Intra-NEA
MSC PISA	11,400	139,897	New Times	15/12/2025	MSC	MSC	FE-LTAM
CMA CGM EUGENIE	16,188	156,500	Jiangnan	17/12/2025	CMA CGM Group	CMA CGM	FE-Med
OOCL LAVENDER	16,828	165,433	NACKS	18/12/2025	OOCL	OOCL	FE-ECNA
HERA	1,208	13,668	Jiangsu Dajin	18/12/2025	Hans Peter Wegener	TBC	TBC
ONE SERENITY	13,932	160,200	Imabari Zosen	19/12/2025	ONE	ONE	FE-LTAM
MSC GABRIELLA	11,400	139,897	New Times	22/12/2025	MSC	MSC	FE-LTAM
MSC SAUDI ARABIA	16,000	169,174	Jiangsu New Yangzi	22/12/2025	MSC	MSC	FE-ME
XIN JIN FU 6	1,667	29,825	Zhejiang Jinchuan	23/12/2025	Xiamen Jinfuhai	Chinese operator	Dom China
M. ODYSSEY	1,056	12,425	Jiangsu Jiuzhou	24/12/2025	Mercury Lines	China United Lines	NEA-SEA
LAI DE 5	1,765	31,515	Zhejiang Tianshi	24/12/2025	Quanzhou Laide	Chinese operator	Dom China

Ships due for delivery in next 30 days

Name	TEU	DWT	Yard Built	Due	Owner	Operator	Deployed Trade
BARCELONA MAERSK	17,480	181,647	Hyundai H.I.	Jan-2026	A.P. Moller - Maersk	Maersk	FE-NEU
EVER EON	16,578	182,000	Samsung	Dec-2025	Evergreen Group	Evergreen	FE-NEU
MSC CLAIRE	16,520	170,588	CSSC Guangzhou	Jan-2026	CMB Financial Leasing	MSC	FE-NEU-ECNA
CMA CGM MONTE CRISTO	16,136	156,100	CSSC Tianjin	Jan-2026	CMA CGM Group	CMA CGM	TBC
ONE SATISFACTION	14,399	138,037	Imabari Zosen	Jan-2026	ONE	ONE	FE-ECNA
CMA CGM THORIUM	13,136	146,196	Hyundai Samho	Jan-2026	CMA CGM Group	CMA CGM	FE-LTAM
MSC FIRENZE	11,400	139,897	New Times	Dec-2025	MSC	MSC	FE-LTAM
MAERSK FINISTERRE	5,915	75,000	Tsuneishi Zhoushan	Jan-2026	Nissen Kaiun	Maersk	TBC
HONG DA XIN TIAN JIN	3,630	50,386	Jiangsu Qinfeng	Jan-2026	Hong Da Xin Shipping	Emirates Shipping	FE-ME
BO DA 89	396	5,904	Ningbo Boda	Jan-2026	Meratus Group	Meratus Line	Dom Indonesia

Shanghai Container Freight Index	Unit	26-Dec-25	Change vs 1 week		1 month		3 months		1 year	
			19-Dec-25	%	28-Nov-25	%	26-Sept-25	%	27-Dec-24	%
SCFI		1,656	1,553	6.7%	1,403	18.0%	1,115	48.6%	2,460	-32.7%
Europe (Base port)	$/teu	1,690	1,533	10.2%	1,404	20.4%	971	74.0%	2,962	-42.9%
Europe (Base port)	$/FEU	2,880	2,540	13.4%	2,379	21.1%	1,521	89.3%		
Mediterranean (Base port)	$/teu	3,143	2,833	10.9%	2,232	40.8%	1,485	111.6%	3,780	-16.9%
Mediterranean (Base port)	$/FEU	4,491	4,012	11.9%	3,151	42.5%	1,821	146.6%		
USWC (Base port)	$/FEU	2,188	1,992	9.8%	1,632	34.1%	1,460	49.9%	4,581	-52.2%
USEC (Base port)	$/FEU	3,033	2,846	6.6%	2,428	24.9%	2,385	27.2%	6,074	-50.1%
India (Nhava Sheva)	$/teu	1,234	1,204	2.5%	1,083	13.9%	778	58.6%		
Persian Gulf (Dubai)	$/teu	2,120	2,015	5.2%	1,697	24.9%	843	151.5%	1,444	46.8%
Australia (Melbourne)	$/teu	1,346	1,263	6.6%	1,314	2.4%	1093	23.1%	2,110	-36.2%
East Africa (Mombasa)	$/teu	2,182	2,125	2.7%	2,387	-8.6%	2,351	-7.2%		
West Africa (Lagos)	$/teu	3,201	3,238	-1.1%	3,493	-8.4%	3,739	-14.4%	4,531	-29.4%
South Africa (Durban)	$/teu	2,356	2,212	6.5%	2,296	2.6%	2,826	-16.6%	3,466	-32.0%
South America (Santos)	$/teu	1,292	1,291	0.1%	1,832	-29.5%	2,133	-39.4%	5,468	-76.4%
South America (Santos)	$/FEU	1,418	1,428	-0.7%	2,033	-30.3%	2,384	-40.5%		
Central America (Manzanillo)	$/teu	1,266	1,294	-2.2%	1,721	-26.4%	1,288	-1.7%		
Central America (Manzanillo)	$/FEU	1,471	1,540	-4.5%	2,033	-27.6%	1,657	-11.2%		
West Japan (Osaka/Kobe)	$/teu	312	312	0.0%	312	0.0%	312	0.0%	316	-1.3%
East Japan (Tokyo/Yokohama)	$/teu	321	321	0.0%	321	0.0%	321	0.0%	316	1.6%
Southeast Asia (Singapore)	$/teu	548	542	1.1%	540	1.5%	418	31.1%	672	-18.5%
Korea (Busan)	$/teu	142	138	2.9%	143	-0.7%	138	2.9%	140	1.4%





Asia-Europe Market

Asia-Europe rates enjoyed a strong year-end surge, leading a 6.7% rise in the composite SCFI spot rate index.

Asia-North Europe rates rallied to $2,880/FEU with the buoyant sentiment set to carry into January where some carriers are quoting $3,000 per FEU. However, Maersk and MSC are holding their quotations at about $2,600 per FEU and $2,840 per FEU respectively for January shipments. Capacity utilization is insufficiently high to support the elevated rates with additional space being offered in the next 4 weeks which would temper the carriers' ability to maintain these rates into January despite expected strong demand in the lead up to the Chinese New Year that falls on 17 February.

Transpacific Market

Transpacific spot rates remain resilient with the SCFI tracking the physical market with rates to the US West Coast rising to $2,188 per FEU and $3,033 per FEU to the East Coast. Carriers have been able to hold the 15 December rate hikes on expectations of stronger demand ahead of the Chinese New Year.

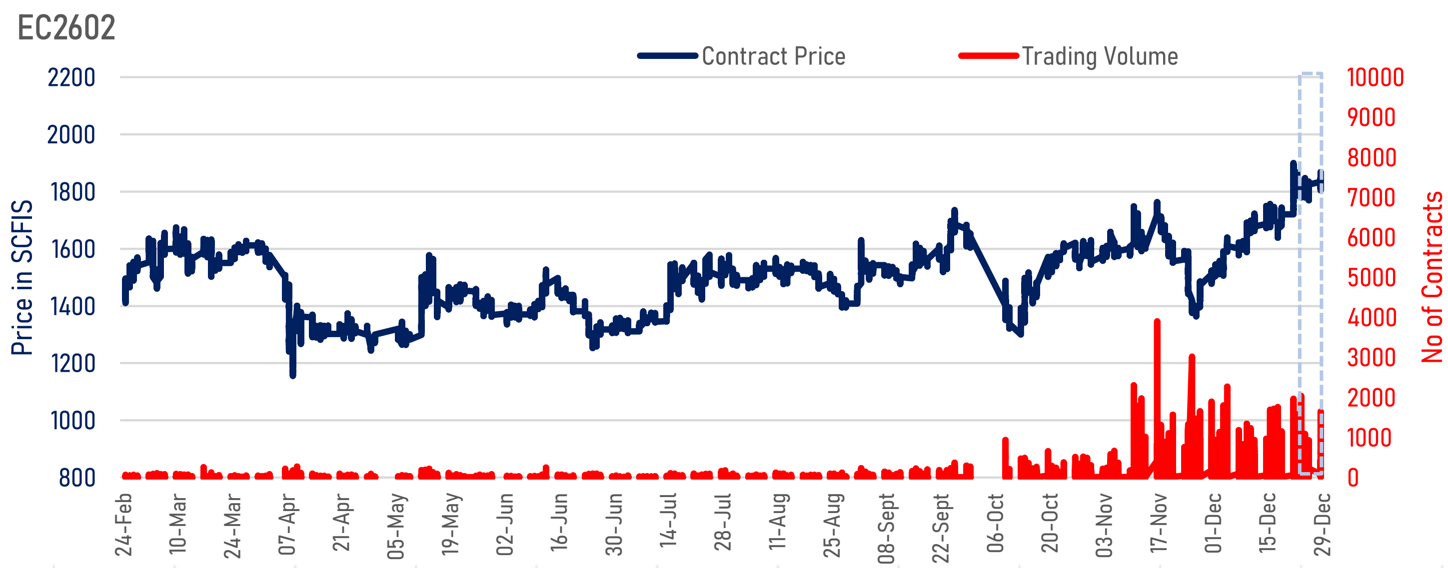
Capacity utilization is higher on the West Coast where recent blanked sailings especially by OCEAN Alliance carriers have kept capacity tight while the East Coast remains under threat with vessels not full.

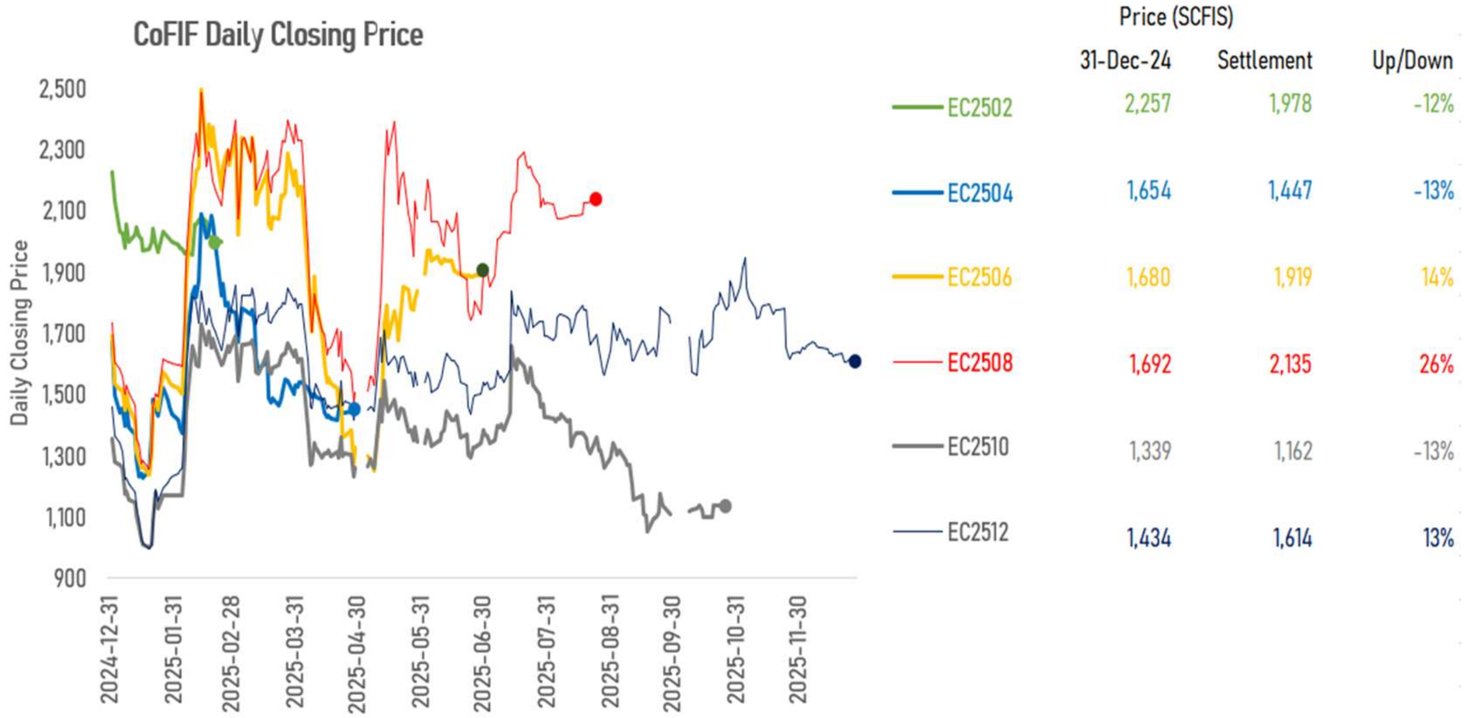
Asia-Europe rates expected to drop sharply after February

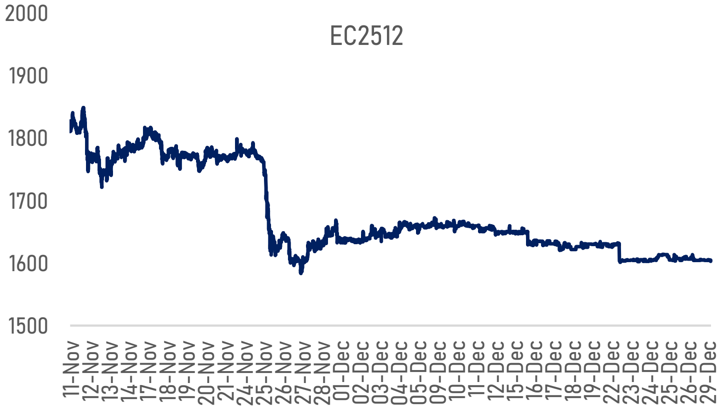
The main EC2502 futures contract traded sideways through most of last week on lacklustre volumes with turnover falling by 22% wow while open interest dropped by 17%. Traders remain cautious on rates for the rest of 2026 with the threat of the Red Sea reopening still looming.

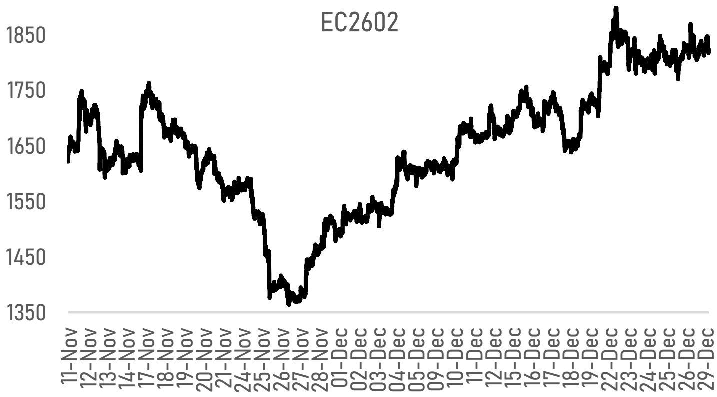
EC2512 settled at 1,614, up 0.6% from its closing price on 29 December. For the year, EC2512 ended 13% higher compared to the closing price at the end of December 2024. Although freight rates on the Far East-North Europe route have dropped by 50% over the past 12 months, half of the contracts that expired this year settled at prices above their levels on 31 December 2024.

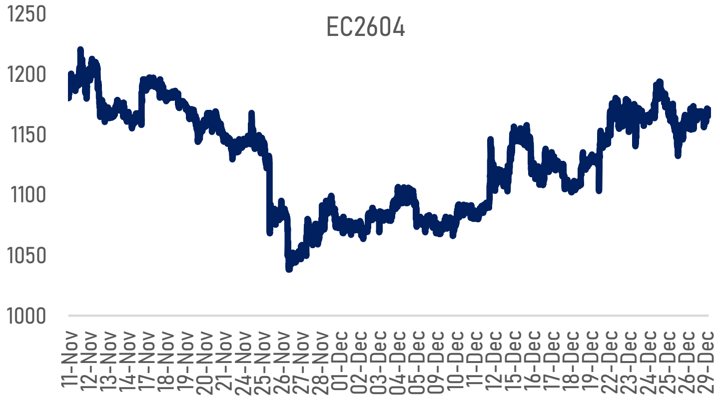
	Closing Price			Vs SCFIS	Avg Daily Volume (contracts)			Avg Daily Turnover ($M)			Open Interest (contracts)		
Contracts	29-Dec	22-Dec	WoW	1,743	Week 51	Week 50	WoW	Week 51	Week 50	WoW	29-Dec	22-Dec	WoW
EC2512	1,605	1,631	-2%	-8%	128	202	-37%	1	2	-38%	1,695	1,956	-13%
EC2602	1,823	1,872	-3%	5%	25,560	32,670	-22%	330	405	-18%	30,437	36,510	-17%
EC2604	1,170	1,167	0%	-33%	6,480	6,284	3%	54	51	6%	21,197	20,471	4%
EC2606	1,374	1,320	4%	-21%	632	344	84%	6	3	90%	2,359	2,184	8%
EC2608	1,498	1,486	1%	-14%	104	138	-25%	1	1	-24%	1,206	1197	1%
EC2610	1,055	1,061	-1%	-39%	820	661	24%	6	5	25%	6,012	5401	11%
Total					33,724	40,299	-16%	399	467	-15%	62,906	67,719	-7%

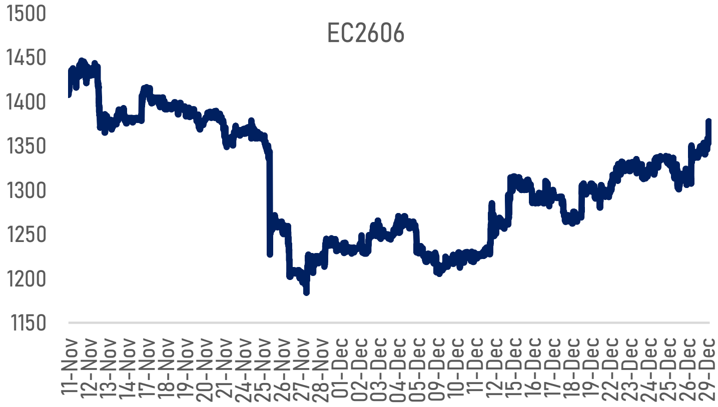


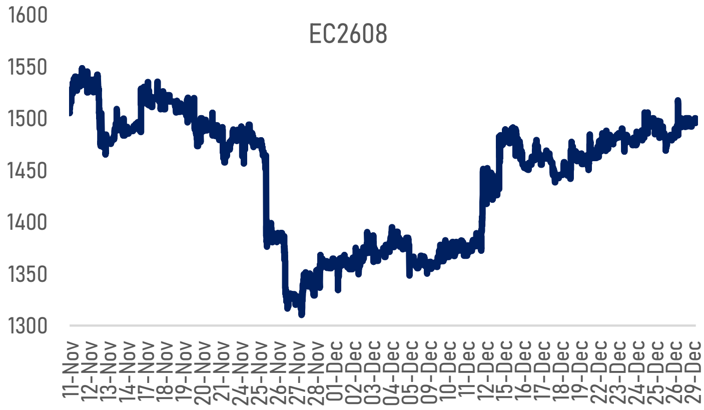


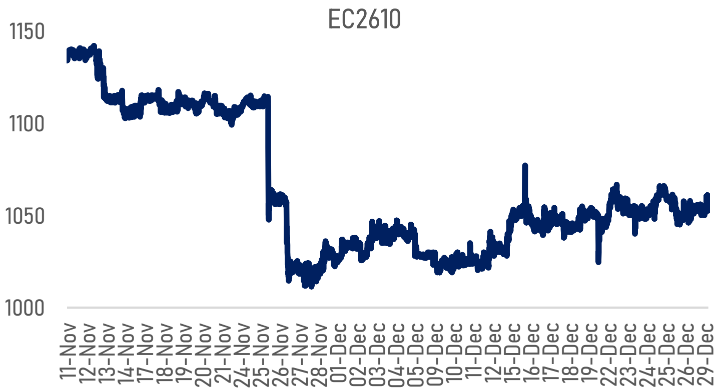




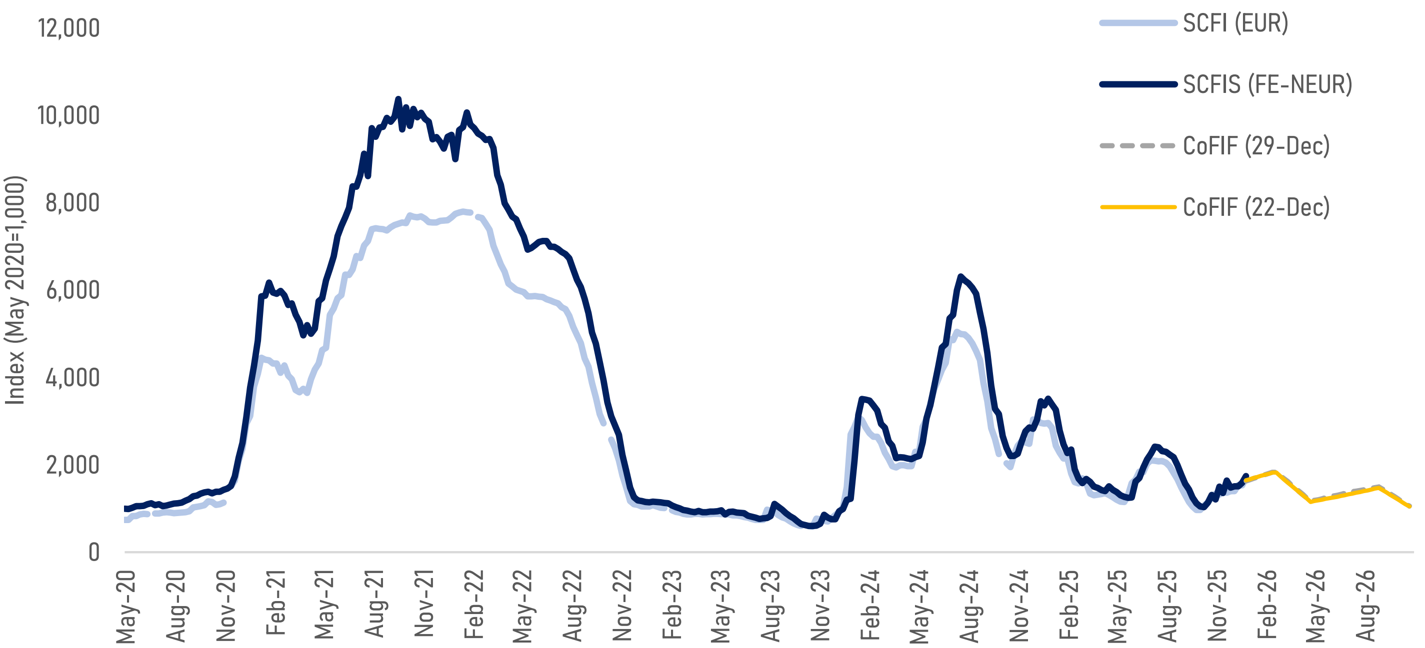




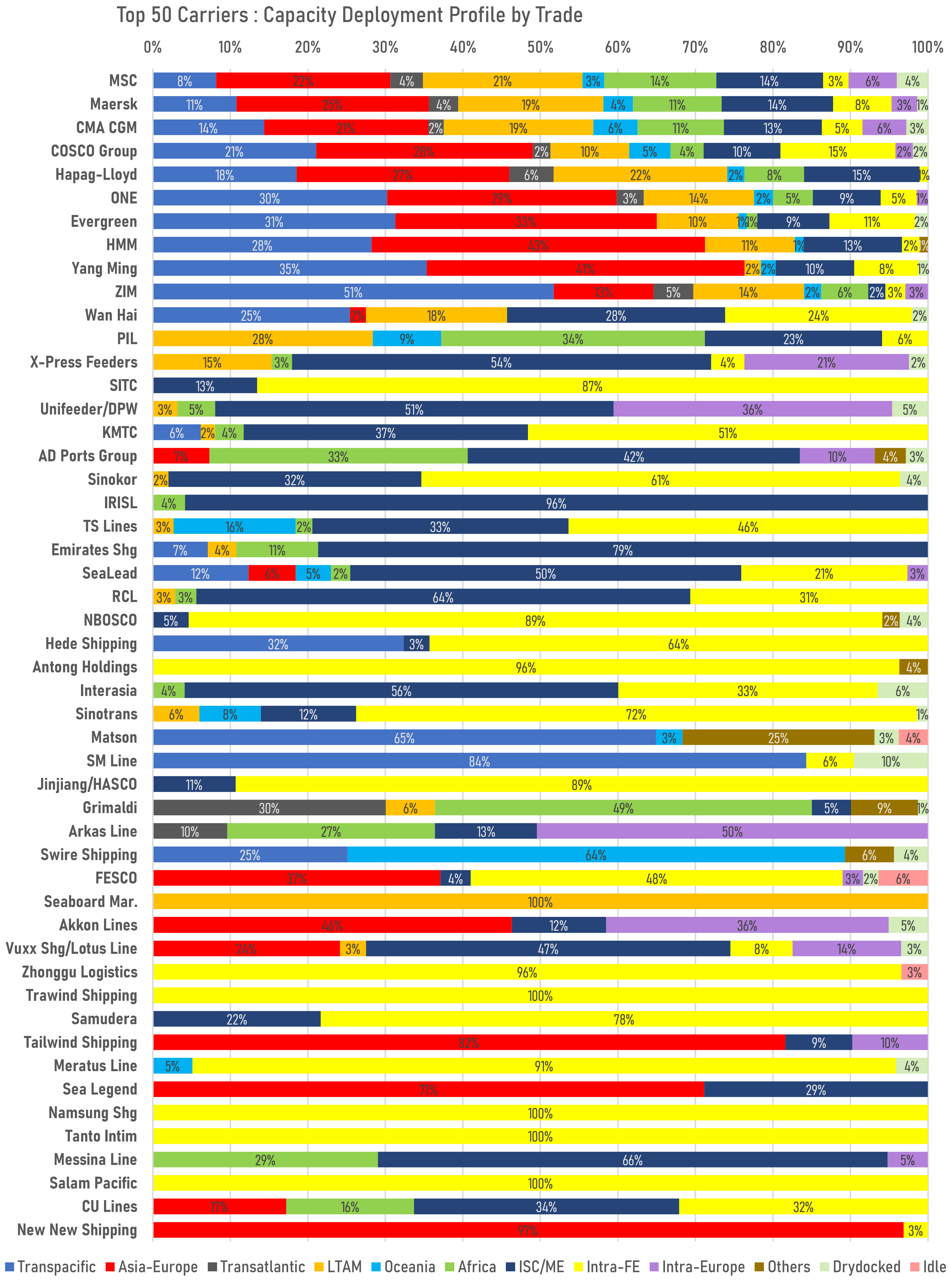




Shanghai Export Containerized Freight Index based on Settled Rates (SCFIS) vs Futures

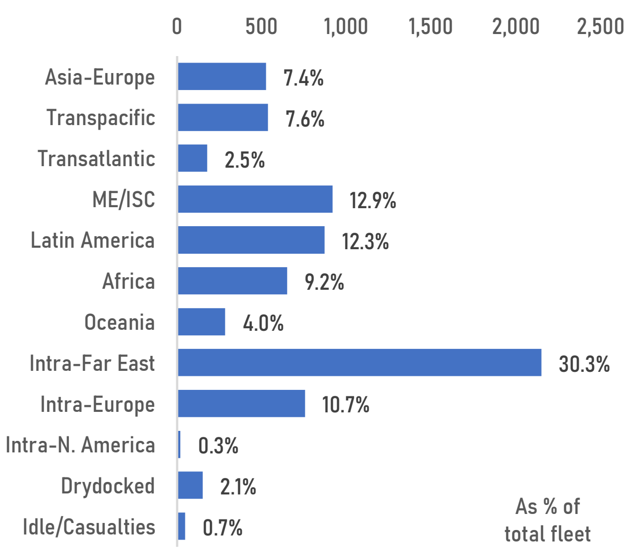


Rank	Company	Current Fleet							Orderbook			Current share of global liner fleet
		No. of ships	Fleet TEU	Owned/ FL ships	Owned/FL Fleet TEU	Chartered ships	Chartered Fleet TEU	% chartered (TEU)	No. of ships on order	Orderbook TEU	Orderbook %	
1	MSC	974	7,101,849	778	5,188,429	196	1,913,420	27%	127	2,301,796	32%	21.0%
2	Maersk	720	4,572,045	372	2,946,568	348	1,625,477	36%	74	927,126	20%	13.5%
3	CMA CGM	717	4,167,528	381	2,927,449	336	1,240,079	30%	132	1,799,617	43%	12.3%
4	COSCO Group	566	3,572,936	285	2,740,705	281	832,231	23%	103	1,384,532	39%	10.6%
5	Hapag-Lloyd	290	2,394,079	134	1,453,593	156	940,486	39%	55	467,440	20%	7.1%
6	ONE	267	2,065,091	123	1,222,756	144	842,335	41%	65	781,379	38%	6.1%
7	Evergreen	237	1,938,626	201	1,785,095	36	153,531	8%	54	852,778	44%	5.7%
8	HMM	103	1,038,082	85	881,504	18	156,578	15%	17	186,444	18%	3.1%
9	Yang Ming	97	713,579	64	386,425	33	327,154	46%	18	236,660	33%	2.1%
10	ZIM	117	711,939	16	95,369	101	616,570	87%	20	187,536	26%	2.1%
11	Wan Hai	118	583,101	118	583,101				40	404,800	69%	1.7%
12	PIL	100	442,160	88	338,981	12	103,179	23%	19	192,400	44%	1.3%
13	X-Press Feeders	103	199,229	52	117,785	51	81,444	41%	12	92,304	46%	0.6%
14	SITC	119	185,114	100	163,502	19	21,612	12%	16	34,010	18%	0.5%
15	Unifeeder/DPW	97	168,430	14	33,513	83	134,917	80%	6	7,650	5%	0.5%
16	KMTC	65	152,892	30	85,797	35	67,095	44%	4	43,400	28%	0.5%
17	AD Ports Group	60	146,878	44	109,917	16	36,961	25%	2	1,560	1%	0.4%
18	Sinokor	73	137,956	71	135,543	2	2,413	2%	4	52,000	38%	0.4%
19	IRISL	30	136,615	30	136,615							0.4%
20	TS Lines	42	110,198	38	95,035	4	15,163	14%	13	93,892	85%	0.3%
21	Emirates Shg	24	105,203	2	13,330	22	91,873	87%	9	71,110	68%	0.3%
22	SeaLead	24	101,958	3	7,157	21	94,801	93%				0.3%
23	RCL	35	99,041	29	89,263	6	9,778	10%	16	108,216	109%	0.3%
24	NBOSCO	91	91,582	49	60,318	42	31,264	34%	10	29,484	32%	0.3%
25	Hede Shipping	54	85,375	4	2,854	50	82,521	97%				0.3%
26	Antong Holdings	65	79,879	35	56,139	30	23,740	30%				0.2%
27	Interasia	25	74,639	21	57,450	4	17,189	23%	7	24,492	33%	0.2%
28	Sinotrans	52	73,208	30	36,234	22	36,974	51%				0.2%
29	Matson	29	71,879	21	44,119	8	27,760	39%	3	10,860	15%	0.2%
30	SM Line	15	69,936	13	64,173	2	5,763	8%				0.2%
31	Jinjiang/HASCO	54	63,527	28	30,976	26	32,551	51%	4	4,728	7%	0.2%
32	Grimaldi	94	62,671	94	62,671							0.2%
33	Arkas Line	35	59,021	35	59,021				10	38,200	65%	0.2%
34	Swire Shipping	30	58,939	23	46,948	7	11,991	20%				0.2%
35	FESCO	38	53,664	29	43,177	9	10,487	20%				0.2%
36	Seaboard Mar.	26	50,487	6	9,357	20	41,130	81%	4	7,290	14%	0.1%
37	Akkon Lines	35	50,273	20	22,151	15	28,122	56%				0.1%
38	Vuxx Shg/Lotus Line	21	48,707	7	17,747	14	30,960	64%				0.1%
39	Zhonggu Logistics	51	47,092	12	19,867	39	27,225	58%				0.1%
40	Trawind Shipping	15	45,064	12	39,689	3	5,375	12%	5			0.1%
41	Samudera	32	43,317	11	13,774	21	29,543	68%				0.1%
42	Tailwind Shipping	11	42,578	3	17,387	8	25,191	59%	5	42,000	99%	0.1%
43	Meratus Line	61	40,776	61	40,776				11	6,732	17%	0.1%
44	Sea Legend	16	37,992	2	4,608	14	33,384	88%				0.1%
45	Namsung Shg	29	37,639	25	34,560	4	3,079	8%				0.1%
46	Tanto Intim	56	37,570	56	37,570							0.1%
47	Messina Line	10	36,972	7	35,050	3	1,922	5%				0.1%
48	Salam Pacific	55	35,508	55	35,508							0.1%
49	CU Lines	19	30,324	10	18,193	9	12,131	40%				0.1%
50	New New Shipping	9	29,622	8	27,178	1	2,444	8%				0.1%

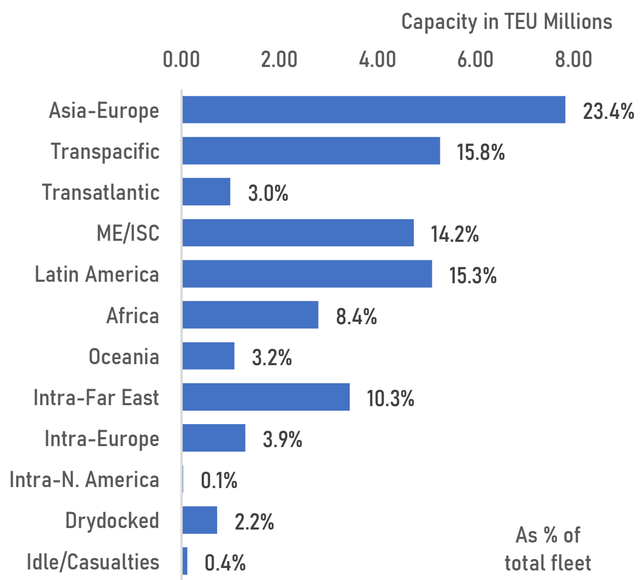

Top 50 Carriers : Capacity Deployment Profile by Trade
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
MSC 8% 22% 4% 21% 3% 14% 14% 3% 6% 4%
Maersk 11% 25% 4% 19% 4% 11% 14% 8% 3% 1%
CMA CGM 14% 21% 2% 19% 6% 11% 13% 5% 6% 3%
COSCO Group 21% 28% 2% 10% 5% 4% 10% 15% 2% 2%
Hapag-Lloyd 18% 27% 6% 22% 2% 8% 15% 1%
ONE 30% 29% 3% 14% 2% 5% 9% 5% 1%
Evergreen 31% 33% 10% 1% 1% 9% 11% 2%
HMM 28% 43% 11% 1% 13% 2% 1%
Yang Ming 35% 41% 2% 2% 10% 8% 1%
ZIM 51% 13% 5% 14% 2% 6% 2% 3% 3%
Wan Hai 25% 2% 18% 28% 24% 2%
PIL 28% 9% 34% 23% 6%
X-Press Feeders 15% 3% 54% 4% 21% 2%
SITC 13% 87%
Unifeeder/DPW 3% 5% 51% 36% 5%
KMTC 6% 2% 4% 37% 51%
AD Ports Group 7% 33% 42% 10% 4% 3%
Sinokor 2% 32% 61% 4%
IRISL 4% 96%
TS Lines 3% 16% 2% 33% 46%
Emirates Shg 7% 4% 11% 79%
SeaLead 12% 6% 5% 2% 50% 21% 3%
RCL 3% 3% 64% 31%
NBOSCO 5% 89% 2% 4%
Hede Shipping 32% 3% 64%
Antong Holdings 96% 4%
Interasia 4% 56% 33% 6%
Sinotrans 6% 8% 12% 72% 1%
Matson 65% 3% 25% 3% 4%
SM Line 84% 6% 10%
Jinjiang/HASCO 11% 89%
Grimaldi 30% 6% 49% 5% 9% 1%
Arkas Line 10% 27% 13% 50%
Swire Shipping 25% 64% 6% 4%
FESCO 37% 4% 48% 3% 2% 6%
Seaboard Mar. 100%
Akkon Lines 46% 12% 36% 5%
Vuxx Shg/Lotus Line 24% 3% 47% 8% 14% 3%
Zhonggu Logistics 96% 3%
Trawind Shipping 100%
Samudera 22% 78%
Tailwind Shipping 82% 9% 10%
Meratus Line 5% 91% 4%
Sea Legend 71% 29%
Namsung Shg 100%
Tanto Intim 100%
Messina Line 29% 66% 5%
Salam Pacific 100%
CU Lines 17% 16% 34% 32%
New New Shipping 97% 3%
Transpacific Asia-Europe Transatlantic LTAM Oceania Africa ISC/ME Intra-FE Intra-Europe Others Drydocked Idle

	Ships	TEU	*Change MoM %*	*Change YoY %*	Average TEU
Asia-Europe	**526**	**7,832,793**	**0.6%**	**5.4%**	**14,905**
Far East-Med	235	3,069,923	1.2%	6.4%	13,064
Far East-North Europe	291	4,762,870	0.1%	4.8%	16,395
Transpacific	**538**	**5,273,864**	**0.8%**	**-2.1%**	**9,812**
Far East-East Coast N. America	255	2,776,235	1.4%	3.2%	10,873
Far East-West Coast N. America	282	2,497,629	0.2%	-7.3%	8,852
Transatlantic	**178**	**1,000,028**	**-2.5%**	**14.6%**	**5,346**
Med-North America	75	441,826	-3.0%	16.8%	5,891
North Europe-North America	103	558,202	-2.2%	12.9%	5,419
Middle East/Indian Subcontinent	**918**	**4,741,063**	**1.7%**	**8.4%**	**5,165**
North America-ME/ISC	71	444,500	-0.9%	-11.7%	6,261
Europe-ME/ISC	132	1,190,640	1.1%	13.8%	9,020
Far East-Middle East	196	1,438,296	0.2%	8.1%	7,338
Far East-Indian Subcontinent	200	1,042,773	10.4%	20.4%	5,214
Far East-Bengal	92	173,965	-15.3%	-11.7%	1,891
ISC-Bengal	23	32,777	3.4%	31.0%	1,425
Intra-ISC	29	56,899	14.3%	-14.3%	1,962
Intra-ME	86	101,305	-4.2%	-3.8%	1,178
ME-ISC	89	259,908	-1.0%	11.6%	2,920
Latin America	**872**	**5,113,745**	**1.1%**	**6.4%**	**5,864**
Far East-Latin America	311	3,067,344	1.7%	10.3%	9,863
North America-Latin America	209	576,381	1.5%	1.5%	2,758
Europe-Latin America	168	1,082,137	0.8%	2.6%	6,441
Intra-Latin America	184	387,883	-3.7%	-4.0%	2,108
Africa	**651**	**2,795,656**	**2.3%**	**23.4%**	**4,294**
Far East-Africa	225	1,545,085	0.9%	29.1%	6,867
Europe-Africa	167	546,673	4.6%	14.1%	3,273
Americas-Africa	19	71,542	6.2%	19.0%	3,765
Africa-ME/ISC	143	466,450	4.0%	15.6%	3,262
Intra-Africa	97	165,906	2.4%	30.6%	1,710
Oceania	**284**	**1,085,082**	**-2.5%**	**-0.2%**	**3,821**
Europe-ANZ	27	166,069	-5.0%	-10.5%	6,151
Far East-ANZ	142	714,788	-3.3%	0.7%	5,034
Far East-South Pacific	48	68,193	-3.9%	3.0%	1,421
North America-Oceania	23	82,500	6.6%	1.5%	3,587
Intra Oceania	44	53,532	5.0%	19.2%	1,217
Intra-Far East	**2,150**	**3,431,257**	**1.5%**	**12.3%**	**1,596**
North Asia-Southeast Asia	801	1,918,883	1.7%	18.9%	2,396
Intra-North Asia	303	346,813	2.0%	5.1%	1,145
Intra-Southeast Asia	142	259,894	5.0%	24.3%	1,830
Russia Far East	74	80,318	-3.5%	-22.8%	1,085
Domestic - Japan	51	13,058	1.1%	-1.0%	256
Domestic - China	429	610,053	0.5%	4.1%	1,422
Domestic - Philippines	51	29,599	3.5%	1.5%	580
Domestic - Vietnam	34	23,779	3.3%	-1.7%	699
Domestic - Thailand	16	3,118	0.0%	12.2%	195
Domestic - Malaysia	23	15,911	-3.1%	10.4%	692
Domestic - Indonesia	226	129,831	-1.0%	0.0%	574
Intra-Europe	**757**	**1,304,685**	**3.3%**	**9.9%**	**1,723**
Intra-Iberia	55	61,747	-4.8%	0.9%	1,123
Intra-Med	384	559,982	1.7%	6.1%	1,458
Intra-North Europe	239	293,385	9.6%	18.2%	1,228
North Europe-Med	79	389,571	2.6%	11.2%	4,931
Intra-North America	**21**	**40,906**	**0.0%**	**-5.6%**	**1,948**
Jones Act	16	37,105	0.0%	2.5%	2,319
Canada	5	3,801	0.0%	-46.5%	760
Tramp	**10**	**13,143**	**28.6%**	**NA**	**1,314**
Drydocked	**152**	**729,660**	**-17.5%**	**7.0%**	**4,800**
Idle/Casualties	**48**	**121,338**	**-5.5%**	**87.7%**	**2,528**
Total All Containerships	**7,104**	**33,483,219**	**0.5%**	**7.1%**	**4,713**

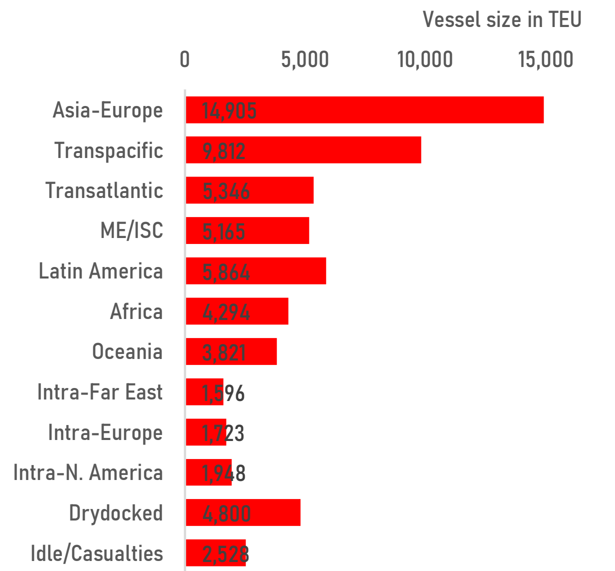
Deployment breakdown by vessel



Deployment breakdown by capacity

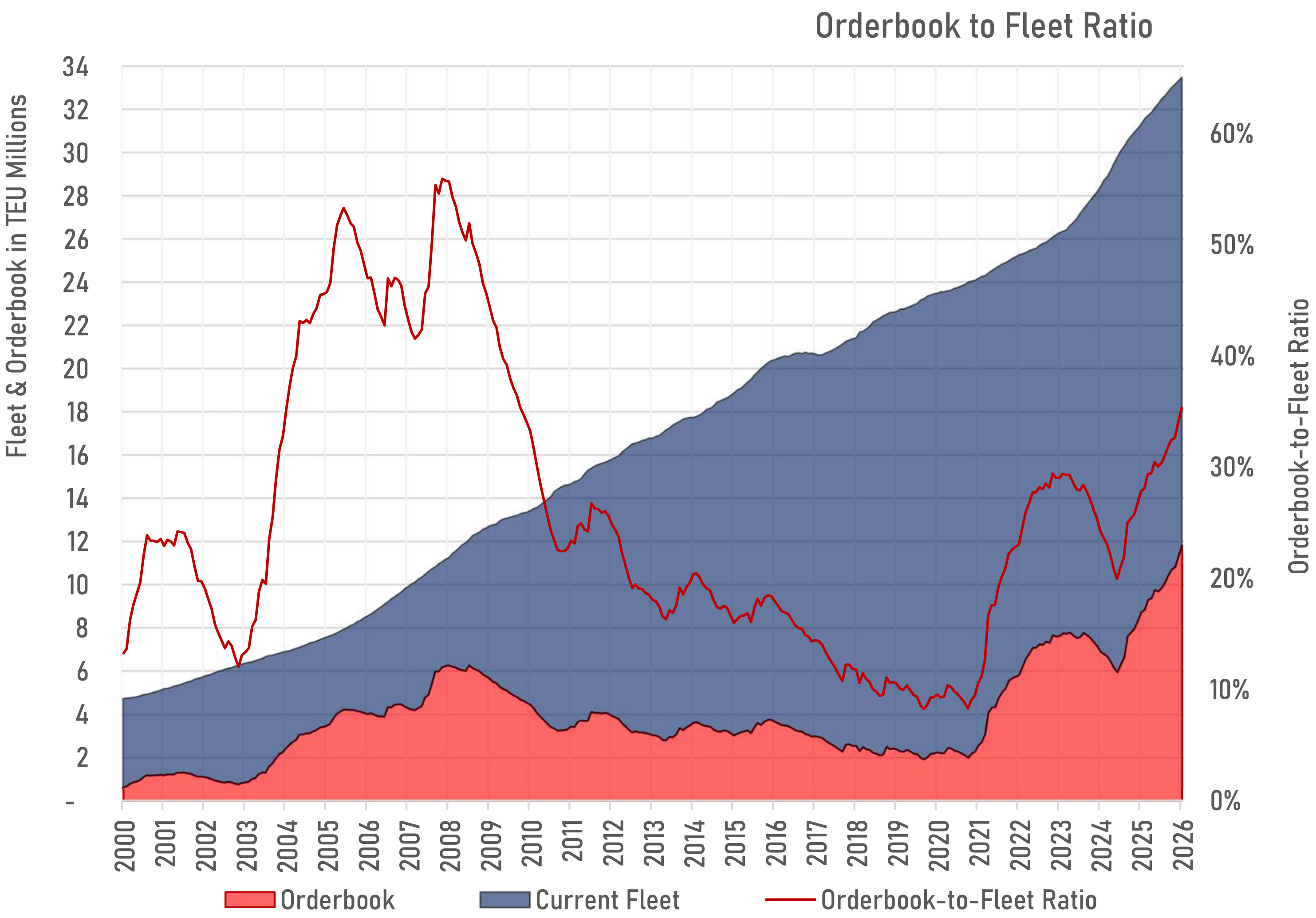


Average vessel size by trade

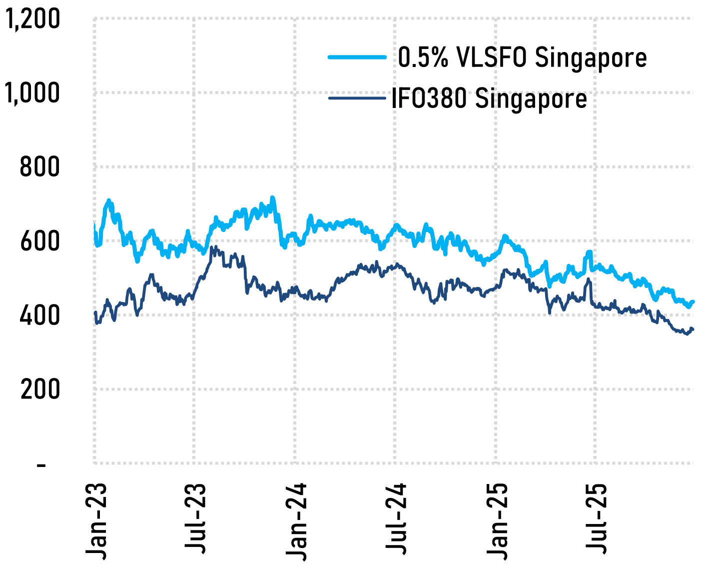


Global Containership Fleet and Orderbook Breakdown as at 29 December 2025

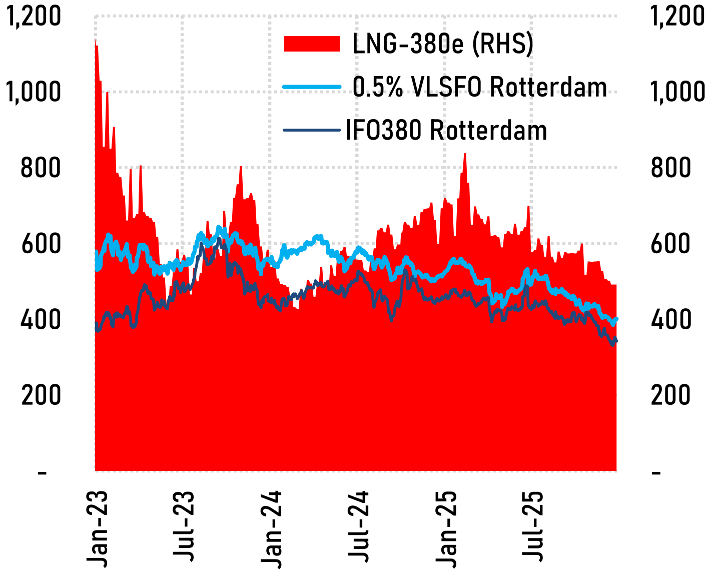
Vessel Class Breakdown	Vessel specification			Current Fleet		On order		Orderbook %	
	Nominal TEU	*LOA (m)*	*Beam (m)*	Units	TEU	Units	TEU	Units	TEU
ULCS	*18,000-24,400*	*380-400*	*58-62*	202	4,402,337	54	1,264,400	27%	29%
VLCS	*16,000-17,900*	*380-400*	*51-57*	31	542,977	0	0	0%	0%
VLCS (widebeam)	*15,200-18,200*	*349-370*	*53-61*	29	461,608	209	3,915,674	721%	848%
Neopanamax max	*13,300-16,000*	*349-370*	*50-51*	322	4,848,609	69	1,084,700	21%	22%
Neopanamax max (widebeam)	*12,600-15,300*	*330-336*	*50-51*	83	1,124,666	114	1,571,699	137%	140%
Supra neo-panamax	*12,900-14,600*	*364-370*	*48-49*	118	1,580,860	0	0	0%	0%
Supra neo-panamax (widebeam)	*8,700-12,800*	*299-337*	*48-49*	268	2,768,892	70	768,000	26%	28%
Handy neo-panamax	*7,400-11,700*	*318-370*	*43-46*	394	3,636,013	6	68,560	2%	2%
Handy neo-panamax (widebeam)	*5,500-10,500*	*240-316*	*43-46*	244	1,846,798	214	1,770,402	88%	96%
Over-panamax	*4,400-7,300*	*260-320*	*35-41*	371	2,257,230	4	23,660	1%	1%
Over-panamax (widebeam)	*3,500-5,900*	*219-260*	*35-41*	226	1,062,426	98	441,770	43%	42%
Maxi panamax	*4,100-5,300*	*281-294*	*32*	184	897,155	0	0	0%	0%
Panamax	*3,700-4,800*	*250-280*	*32*	347	1,489,708	0	0	0%	0%
Baby panamax	*2,600-3,800*	*220-247*	*32*	167	553,817	0	0	0%	0%
Feeder max	*1,500-4,000*	*187-226*	*24-37*	798	2,081,737	84	260,404	11%	13%
Chittagongmax	*1,300-2,950*	*174-186*	*24-36*	520	1,062,333	70	191,565	13%	18%
Bangkokmax	*1,160-2,500*	*163-172*	*25-32*	643	1,112,916	125	226,371	19%	20%
Feeder (European spec)	*700-1,400*	*126-163*	*18-26*	508	484,200	35	43,522	7%	9%
Feeder (Asian spec)	*650-1,430*	*125-165*	*18-26*	811	806,727	60	64,988	7%	8%
Small Feeder	*350-710*	*110-138*	*16-25*	341	189,868	31	17,798	9%	9%
Small	*80-520*	*50-110*	*11-25*	346	100,242	18	5,562	5%	6%
Other combination ship types with cellular capacity (incl roro/reefer/tank/passenger/converted ships)									
Combo Large (>20,000 dwt)				86	146,832	0	0	0%	0%
Combo Small (<20,000 dwt)				65	25,268	2	193	3%	1%
Total				7,104	33,483,219	1,263	11,719,268	18%	35.0%



Singapore Bunker Price : IFO380 vs VLSFO $/ton

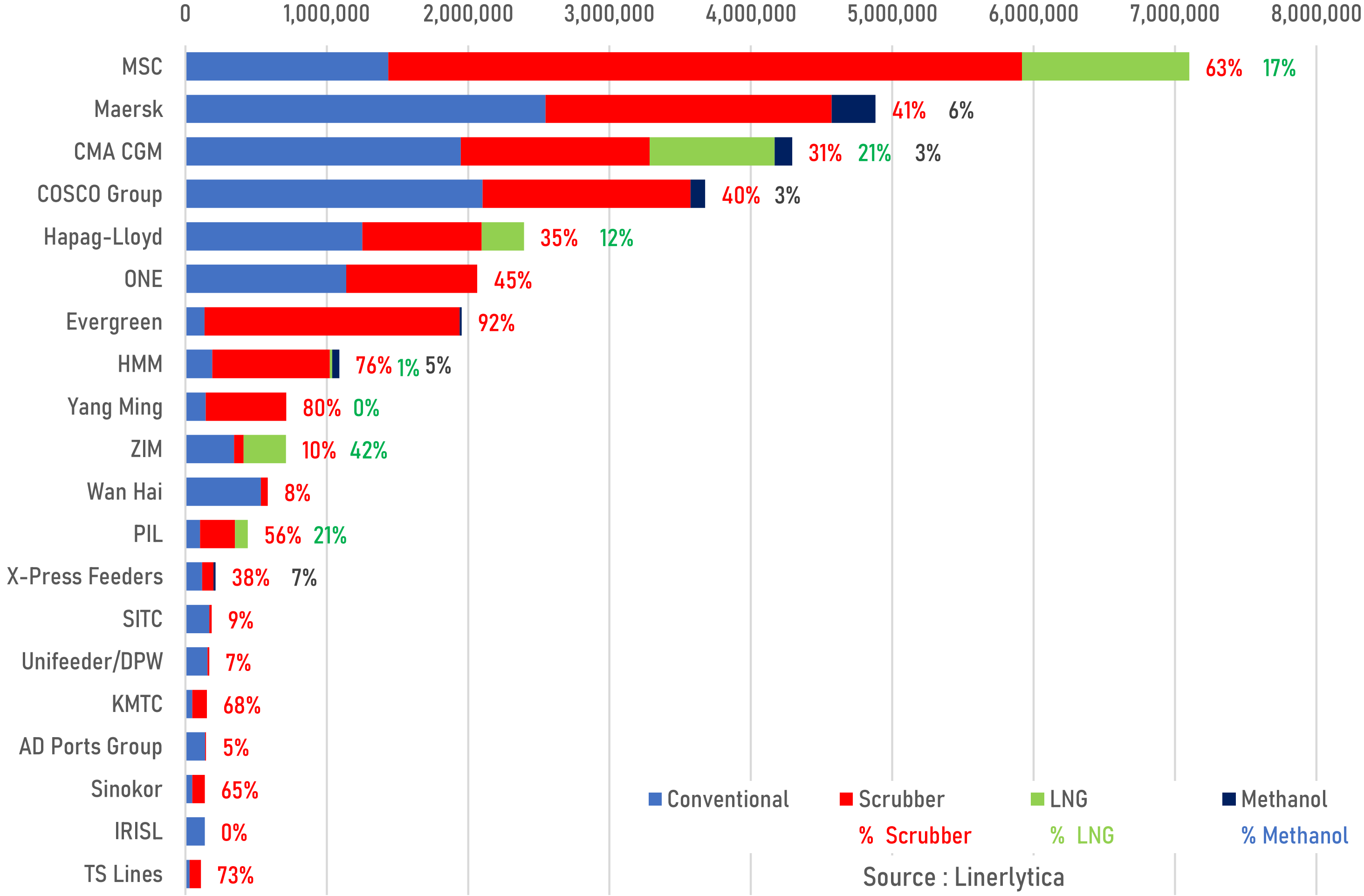


Rotterdam Bunker Price : IFO380 vs VLSFO $/ton

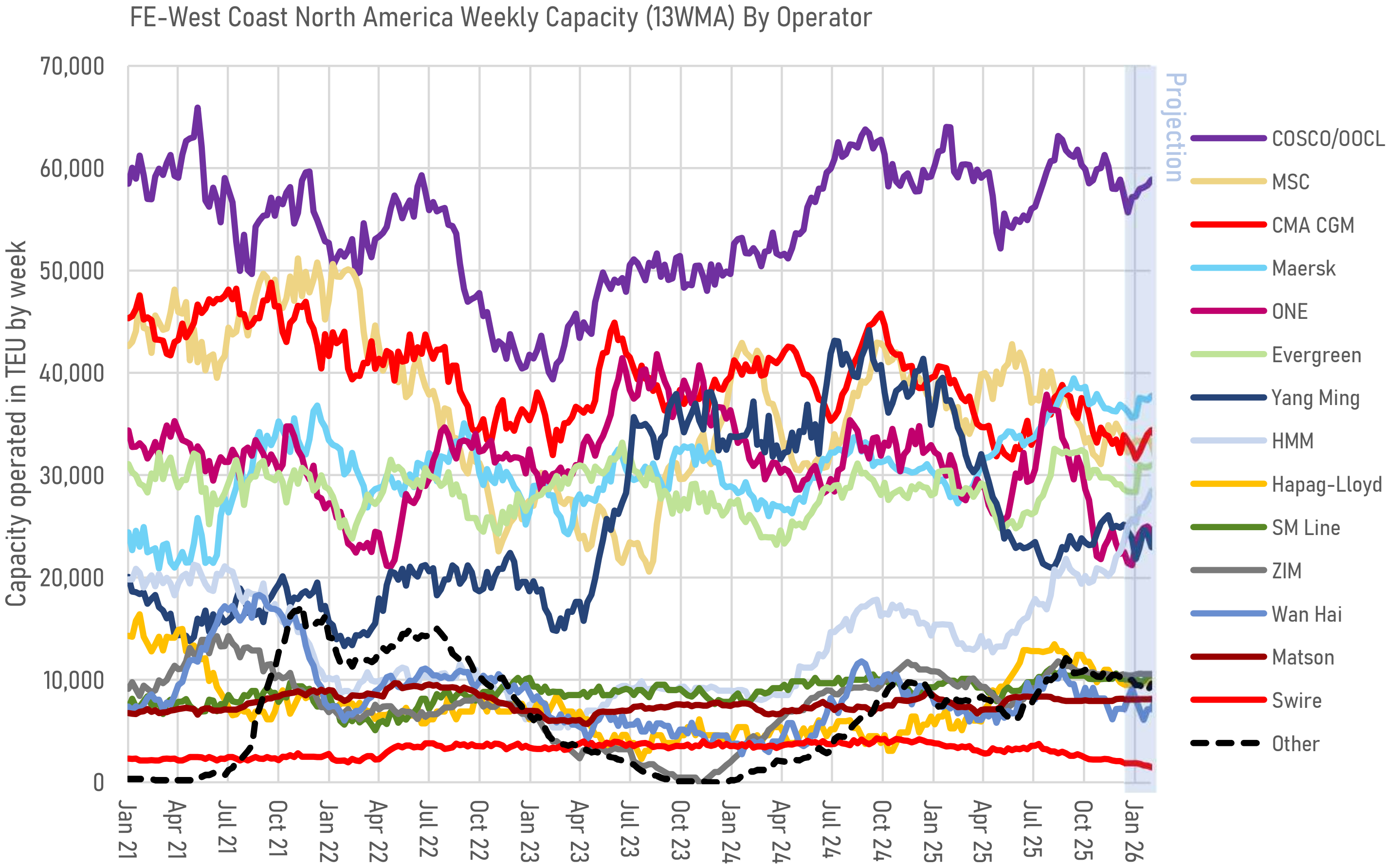


Last week average	VLSFO $/mt	IFO380 $/mt	VLSFO-HSFO spread	LNG-380e $/mt	VLSFO-LNG spread
Rotterdam	399	347	51	492	-93
change vs last week	*2%*	*4%*	*-7%*	*0%*	*-9%*
change vs last year	*-23%*	*-24%*	*-15%*	*-29%*	*-48%*
Singapore	433	361	72		
change vs last week	*2%*	*3%*	*-3%*		
change vs last year	*-22%*	*-23%*	*-18%*		

Current Fleet Breakdown by Fuel Type (capacity in TEU)

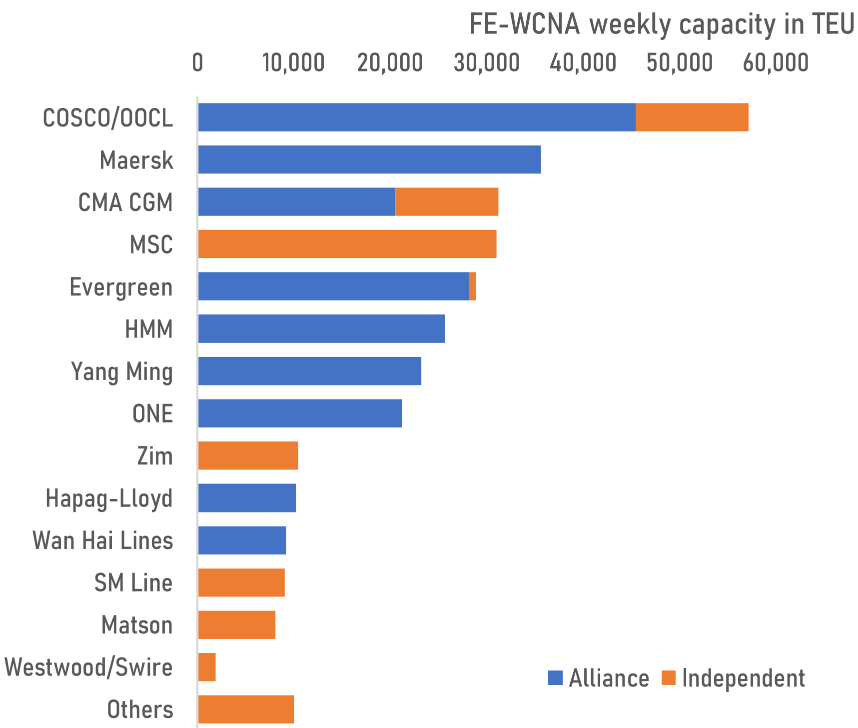


Source : Linerlytica



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

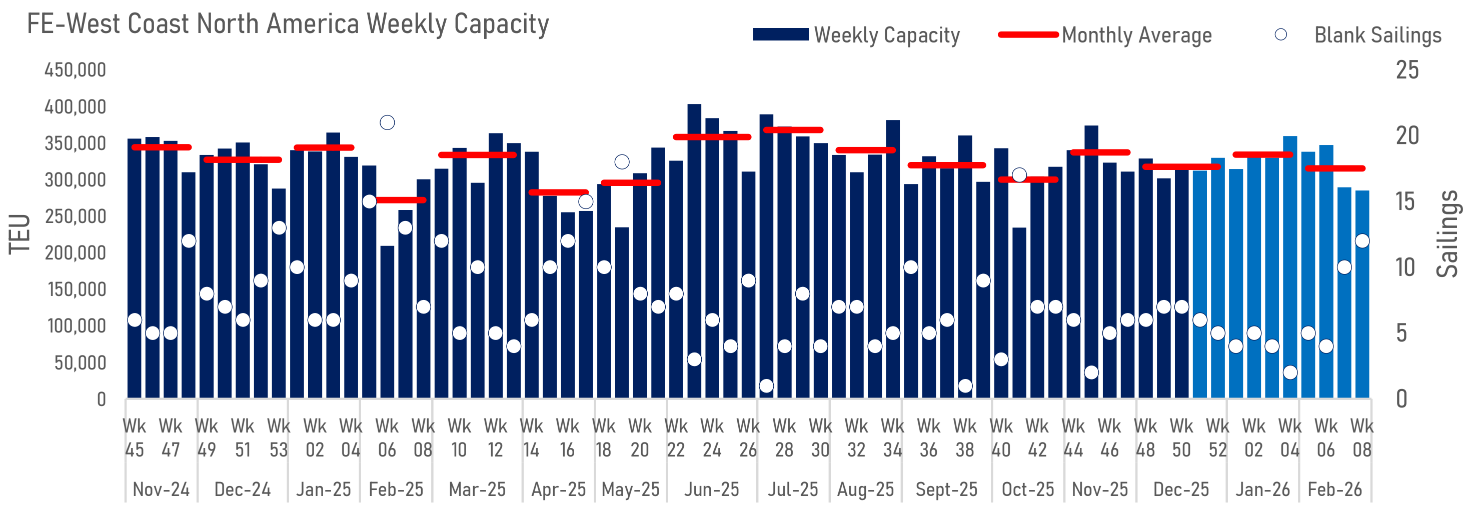
	Weekly capacity (TEU)	Capacity share	Change YoY
COSCO/OOCL	57,174	18.9%	-5.0%
Maersk	35,661	11.8%	20.6%
CMA CGM	31,257	10.3%	-21.2%
MSC	31,047	10.2%	-12.5%
Evergreen	28,905	9.5%	-0.2%
HMM	25,698	8.5%	79.2%
Yang Ming	23,237	7.7%	-37.9%
ONE	21,263	7.0%	-35.8%
Zim	10,462	3.4%	-3.3%
Hapag-Lloyd	10,235	3.4%	59.6%
Wan Hai Lines	9,205	3.0%	6.2%
SM Line	9,073	3.0%	3.5%
Matson	8,129	2.7%	1.1%
Westwood/Swire	1,906	0.6%	-48.1%
Others	10,053	3.3%	14.5%
Total all carriers	303,253	100.0%	-9.2%

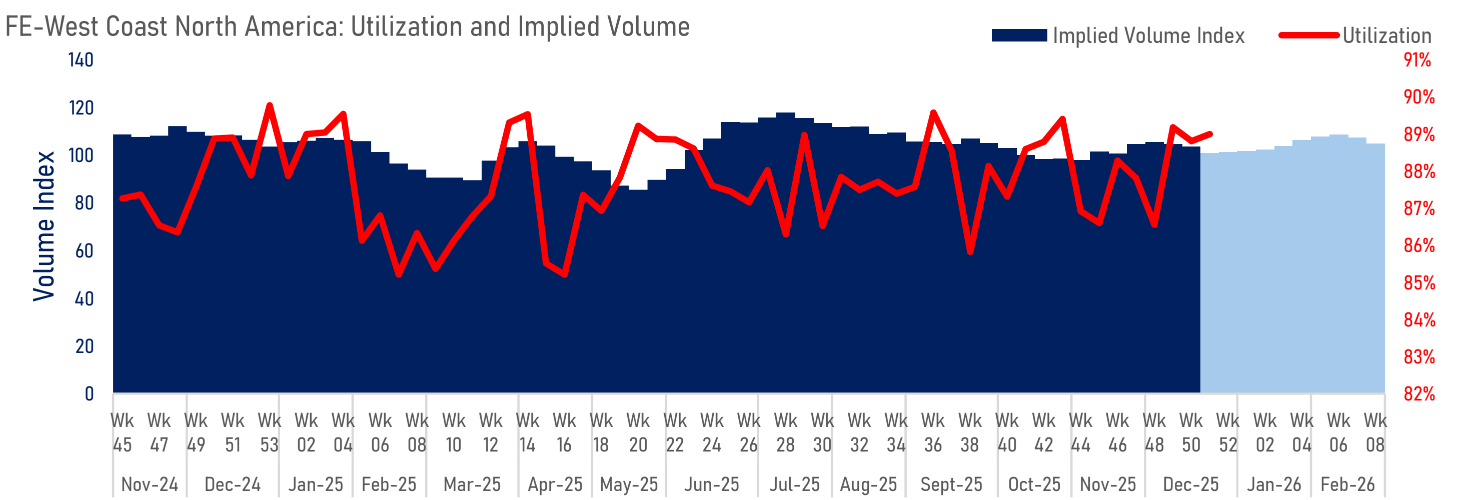


Weekly capacity is based on average of capacity deployed over the last 13 weeks. Does not include capacity on non-cellular ships.

Alliance				Gemini						MSC			MSC/Zim	ZIM		Premier Alliance											
Service Name		No. of blanked sailings	Total TEU	WC1/TP6	WC2/TP8	WC5/TP7	WC6/TP9	WC3/TP1	WC4/TP5	Pearl-Shikra	Sentosa	Orient	CHINOOK - CLANGA / ZNP	ZEX	ZX2	FP1	MS2 / GS2	PS3	PS4	PS5	PS6	PS7/ AP1	PN1	FP2	PN3		Other / Extra Loader
Range				PSW	PSW	PSW	PSW	PNW	PNW	PSW	PSW	PSW	PNW	PSW	PSW	PSW	PSW	PSW	PSW	PSW	PSW	PSW	PNW	PNW	PNW		WCNA
Latest Transit Time (Days)				16	18	14		12	11		20	13	12	16	13	12	14	17	14		12	15	12	18	19		
May-25	Wk 18	10	293,884	9,643	8,648	7,323		7,847	8,400	0	15,934	0	14,952	5,370	0	9,012	15,456	0	8,626		13,788	13,458	5,551	14,026	6,588		4,798
	Wk 19	18	234,553	11,008	5,041	6,478		8,466	7,092	0	15,264	0	13,050	4,520	0	8,930	0	0	0		0	10,010	11,565	0	0		24,232
	Wk 20	8	308,380	9,472	11,008	7,323		8,440	8,750	8,266	19,462	0	13,798	5,500	0	9,040	13,788	9,592	8,236		13,253	13,458	6,740	0	5,551		4,798
	Wk 21	7	343,770	11,294	11,008	7,323		9,034	8,750	8,100	15,413	0	9,572	8,586	5,500	9,040	15,456	15,584	0		13,788	10,010	6,724	12,726	4,728		8,095
Jun-25	Wk 22	8	325,657	11,294	11,008	7,323		9,549	8,750	0	14,036	0	11,660	8,242	5,500	9,012	15,258	6,588	8,626		5,023	13,458	13,074	11,714	5,551		9,642
	Wk 23	3	403,008	11,078	11,294	7,323		8,544	9,954	9,411	15,576	8,533	8,189	5,500	5,370	8,110	15,258	8,073	8,626	6,588	26,506	13,216	6,350	8,073	5,551		39,074
	Wk 24	6	383,786	11,078	11,078	7,323		6,724	8,750	0	14,036	13,050	13,092	8,242	5,370	9,040	15,258	8,626	8,236	11,272	13,253	13,458	0	11,714	4,728		36,166
	Wk 25	4	366,224	9,700	11,078	6,478		7,846	8,400	8,643	15,264	14,036	11,660	8,242	5,370	8,974	0	0	6,588	4,662	13,788	13,216	5,551	11,714	6,350		19,884
	Wk 26	9	310,808	9,643	11,008	7,323	4,253	7,847	7,092	8,400	0	8,827	13,000	5,500	5,500	9,040	13,253	8,110	8,236	0	13,788	0	11,565	11,714	6,588		6,952
Jul-25	Wk 27	1	389,303	11,078	11,008	7,323	4,600	8,850	8,750	0	19,224	14,272	13,798	5,500	4,253	9,040	15,258	14,645	8,236	4,728	13,788	10,010	4,728	11,714	5,551		2,381
	Wk 28	4	372,643	11,078	11,008	7,323	5,041	8,850	8,750	8,819	15,264	0	8,182	5,500	5,370	8,974	14,026	8,110	8,626	0	13,253	13,216	6,740	0	6,724		21,856
	Wk 29	8	359,098	11,294	11,008	7,323	4,600	9,034	8,750	0	23,656	14,036	13,102	5,500	5,370	9,040	15,516	8,626	0	4,922	13,788	13,932	6,724	11,923	5,551		2,381
	Wk 30	4	349,523	11,294	11,008	7,323	4,253	9,549	9,954	0	14,036	8,533	8,814	8,242	5,370	9,040	15,258	8,073	8,626	0	13,253	13,458	6,350	10,010	5,551		2,048
Aug-25	Wk 31	7	333,667	11,078	11,294	6,478	4,622	8,544	8,750	9,408	18,500	9,200	13,000	5,370	5,500	9,040	13,788	0	8,236	4,662	13,253	13,216	5,551	10,010	4,728		4,826
	Wk 32	7	309,939	11,078	8,850	7,323	4,253	6,724	8,194		16,616	8,400	0	5,500	4,253	9,040	0	9,592	6,588	0	13,253	0	6,350	13,154	6,350		2,048
	Wk 33	4	334,142	9,700	11,078	7,323	4,600	7,846	7,092		0	8,827	11,660	5,500	5,370	0	15,258	9,012	8,236	4,728	13,788	13,216	0	8,626	6,588		5,472
	Wk 34	5	381,124	9,643	11,008	7,323	5,041	7,847	17,600		14,272	8,236	23,214	5,500	5,370	9,040	14,080	6,588	8,236	0	13,788	13,458	6,740	13,788	5,551		4,429
Sept-25	Wk 35	10	293,874	11,078	11,008	7,323	4,600	8,850	8,750		16,652	0	13,050	5,500	5,370	9,040	14,220	0	8,626	4,922	0	13,828	4,728	13,154	6,572		2,750
	Wk 36	5	331,638	11,078	11,008	7,323	4,253	9,643	0		16,616	8,182	0	5,500	5,370	9,012	14,080	6,588	6,724		13,788	13,216	6,350	11,714	5,551		4,756
	Wk 37	6	315,074	11,294	11,008	6,478	4,622	9,034	9,954		13,050	9,408	13,102	5,500	4,253	9,040	0	8,626	8,626		13,253	13,458	0	11,923	5,551		2,118
	Wk 38	1	360,422	11,294	11,008	7,323	4,253	9,549	8,750		14,272	8,819	11,660	5,500	5,370	9,012	14,220	8,110	8,236		13,253	13,932	6,350	0	4,728		2,048
	Wk 39	9	296,658	11,078	11,294	7,323		8,544	8,194		13,798	8,400	0	5,500	5,370	8,930	14,220	0	6,588		13,253	0	5,551	14,198	4,662		6,317
Oct-25	Wk 40	3	342,828	11,078	11,294	7,323		6,724	8,466		19,462	9,200	0	5,370	4,253	9,040	13,253	6,572	8,236		13,253	13,216	6,350	11,714	6,350		0
	Wk 41	17	234,241	9,700	0	7,323		7,846	8,750		15,413	8,827	14,036	5,500	4,253	9,040	0	8,110	0		0	13,216	10,279	14,052	0		5,131
	Wk 42	7	304,151	11,078	11,008	7,323		7,847	8,648		18,500	0	11,660	5,500	5,514	9,012	16,010	8,073	8,236		0	13,458	6,740	0	6,588		2,048
	Wk 43	7	317,195	11,078	11,008	6,478		8,850	8,850		15,413	0	11,660	5,500	5,370	8,930	16,010	0	8,626		13,788	0	6,350	14,080	5,551		4,499
Nov-25	Wk 44	6	340,012	11,078	11,008	7,323		9,643	8,750		19,462	14,036	8,089	5,500	5,370	9,040	16,010	8,626	8,626		13,788	13,216	6,350	8,626	5,551		13,895
	Wk 45	2	373,623	11,294	11,008	7,323		9,034	8,750		29,300	13,050	8,566	5,500	5,370	8,974	16,010	9,592	6,588		13,788	13,828	0	9,040	5,551		5,458
	Wk 46	5	323,135	11,294	11,008	7,323		9,549	8,194		13,050	8,827	22,198	5,500	4,253	9,040	14,220	9,012	8,236		13,253	0	5,551	8,073	6,724		2,048
	Wk 47	6	310,974	11,078	11,294	7,323		8,544	8,466		13,798	11,660	9,200	5,500	4,520	9,040	16,010	6,588	0		13,253	13,932	6,350	11,714	4,728		5,458
Dec-25	Wk 48	6	328,692	11,078	15,413	7,323		8,466	8,750		16,616	13,050	13,102	5,500	5,370	9,040	16,010	6,572	8,236		13,253	13,216	5,551	11,714	6,350		4,429
	Wk 49	7	301,402	9,700	11,078	6,478		7,846	9,640		15,413	0	0	5,500	5,370	8,974	16,010	6,588	8,236		0	13,458	4,728	14,220	6,572		2,118
	Wk 50	7	313,094	11,078	11,008	7,323		7,847	8,850		13,000	11,660	0	5,500	5,370	9,012	13,253	8,110	8,626		13,253	13,216	6,740	11,714	6,588		2,381
	Wk 51	6	312,099	11,078	11,008	7,323		8,850	8,750		0	8,814	9,640	5,500	4,253	9,040	13,788	8,110	8,626		13,788	13,458	6,350	10,081	5,551		4,756
	Wk 52	5	329,743	11,078	11,008	7,323		9,643	8,750		14,036	0	17,484	5,500	5,370	0	14,080	8,626	8,626		13,788	13,216	6,350	10,081	5,551		4,429
Jan-26	Wk 01	4	314,066	11,294	11,008	7,323		9,034	8,194		15,264	11,660	8,089	5,500	5,500	9,040	13,788	0	9,592		13,788	0	6,350	9,592	6,724		0
	Wk 02	5	331,633	11,294	11,008	7,323		9,549	8,466		15,264	13,798	8,100	5,370	5,370	9,040	14,026	8,110	8,236		13,253	13,828	5,551	10,081	6,588		4,429
	Wk 03	4	329,402	11,078	11,294	6,478		8,544	8,750		14,036	8,400	8,566	5,500	5,370	9,040	11,714	16,699	0		13,253	13,932	5,551	11,714	4,728		2,708
	Wk 04	2	359,147	11,078	15,413	7,323		8,466	9,640		8,533	13,050	9,200	5,500	5,370	9,012	14,220	8,073	8,236		13,253	13,458	4,728	13,154	6,350		4,429
Feb-26	Wk 05	3	343,494	9,700	11,078	7,323		7,846	8,850		14,400	11,660	8,100	5,500	5,370	9,592	16,010	8,772	8,236		13,253	13,216	0	13,154	6,572		2,708
	Wk 06	2	354,183	11,078	11,008	7,323		7,847	8,750		16,616	8,814	8,814	5,500	5,500	9,012	14,220	9,012	17,252		13,788	13,216	6,350	13,154	6,588		4,429
	Wk 07	8	293,702	11,078	11,008	7,323		8,850	8,750		15,413	11,660	0	5,500	5,370	8,930	13,253	6,588	8,626		13,788	13,458	0	11,923	5,551		2,708
	Wk 08	10	291,221	11,078	11,008	7,323		9,643	8,194		27,036	13,798	9,640	5,370	5,370	9,040	16,010	0	0		13,788	0	5,551	13,154	6,724		4,429
Ave. TEU			318,956	10,916	10,571	7,193	327	8,484	8,697	0	16,731	8,271	8,475	5,490	5,058	9,006	13,941	6,612	6,805	0	10,318	10,361	5,915	9,934	5,380		4,295

TBN Double Triple Blank





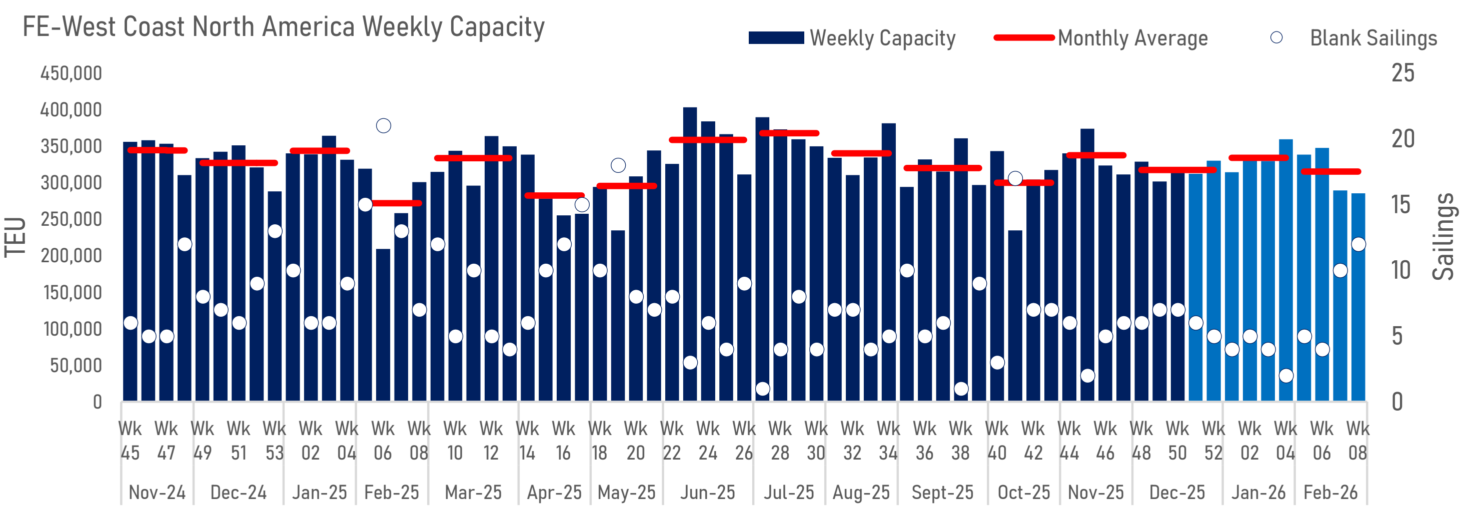
Note: Lighter blue bars are projections with the capacity based on the sailing schedule while the volume index a compound of the latest utilization and capacity.

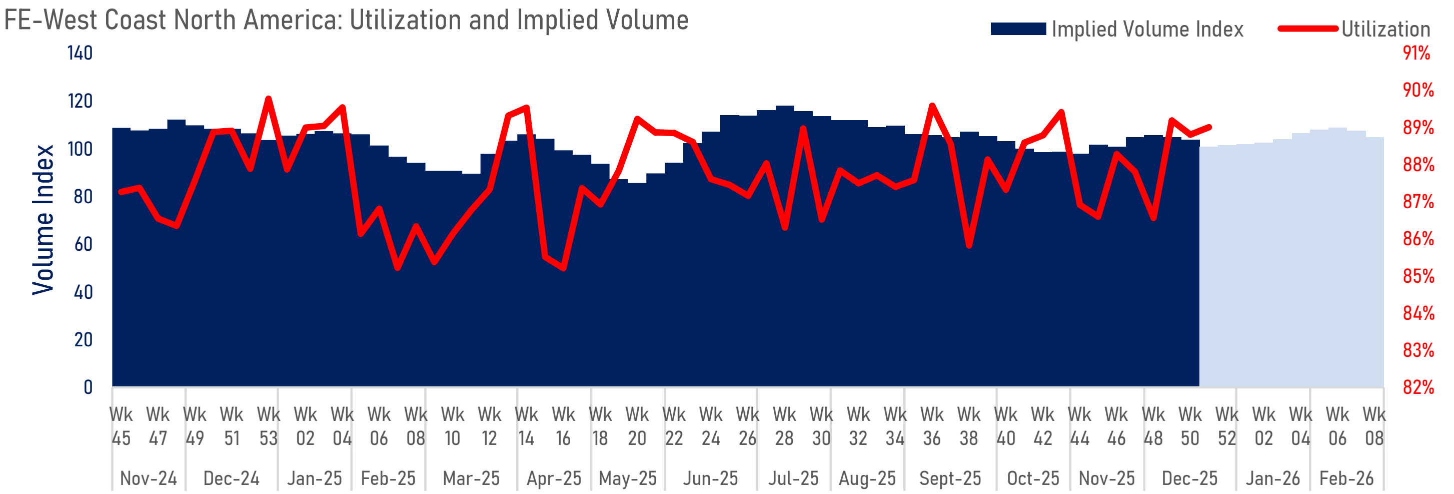
LINERLYTICA

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

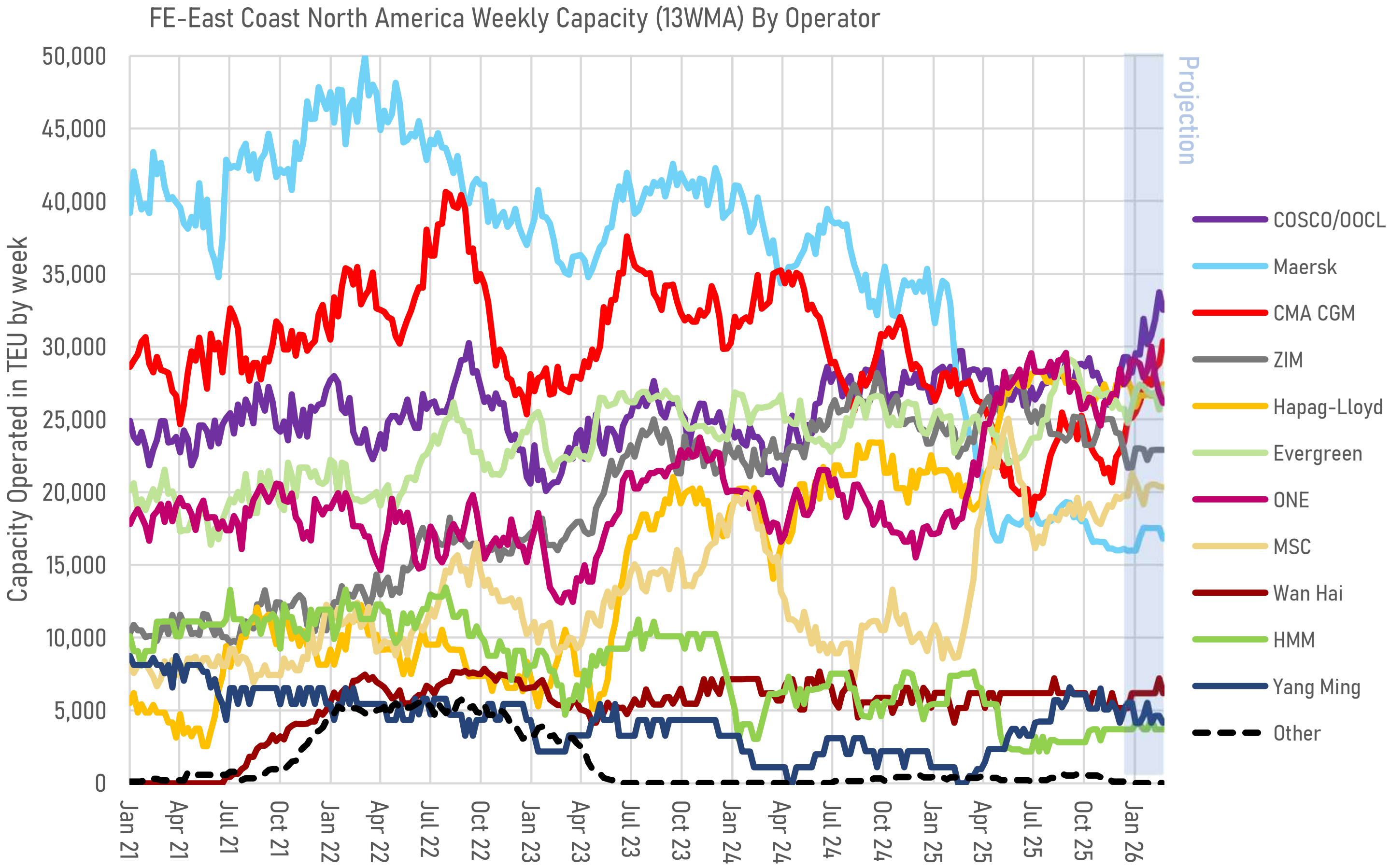
Alliance				Ocean Alliance											COSCO/OOCL			CMA CGM		Matson		SML		SeaLead / TS Lines	Hede		
Service Name		No. of blanked sailings	Total TEU	PSW1 PRX/AAS2/PCS1/PRX/SC1	PSW2 Bohai/CEN/PCN1/CC2	PSW3 CJX/SEA2/SEAP/PE1	PSW5 HBB/AAC2/CPS/CC5	PSW6 SCS/SEA/PVCS	PSW7 GEX/AAS3/PCS2/HTW/SC7 PSW8 JDX/AAS4/TPA/SC8	PSW9 HIX/AAC4/PCC1/CC9	PSW10 Yangtse/AAC/VCS/SEA	PNW4	Columbus PNW	PNW3	PNW2	SEA3/PSX	CPV	EX1	EXX	CLX	CLX+/ MAX	CPX	PNS	AWC	HDS	HDS2	HDS3
Range				PSW	PSW	PSW	PSW	PSW	PSW	PSW	PSW	PNW	PNW	PNW	PNW	PSW	PNW	PSW	PSW	PSW	PSW	PSW	PNW	PSW	PSW	PSW	PSW
Latest Transit Time (Days)				17	16	15	16	14	14	12	15	15	12	14	13	14	15	14	12	10	22	11	12	25	14	15	15
May-25	Wk 18	10	293,884	0	10,062	13,892	0	13,386	15,372	0	10,036	5,920	11,388	7,024	0	0	4,333	5,598	5,095	3,600	4,250	6,655	0	3,398	2,646	1,809	
	Wk 19	18	234,553	0	0	13,892	0	16,828	0	13,386	10,036	8,063	0	0	0	0	5,936	5,598	5,095	3,620	4,253	13,310	4,330	0	2,741	1,809	
	Wk 20	8	308,380	0	10,062	9,415	12,118	13,208	15,372	0	10,020	0	10,106	7,024	4,253	0	5,085	5,598	5,095	3,600	4,250	6,655	4,228	2,954	2,862	0	
	Wk 21	7	343,770	0	10,036	10,926	0	16,828	30,744	13,208	8,501	5,888	9,326	7,024	4,253	0	4,253	5,598	5,095	4,872	5,296	6,655	0	0	2,798	1,738	
Jun-25	Wk 22	8	325,657	0	13,092	14,402	9,466	14,566	15,372	0	10,020	5,762	10,642	0	5,117	8,888	0	5,598	5,095	3,620	5,060	6,655	4,253	0	2,741	0	
	Wk 23	3	403,008	9,415	10,036	11,388	0	18,982	15,372	13,386	10,036	0	8,048	9,466	5,446	0	4,253	5,598	5,095	3,600	4,252	6,655	4,380	6,976	2,646	1,781	
	Wk 24	6	383,786	8,811	10,062	14,402	9,466	16,828	0	13,208	10,036	5,920	9,448	5,364	0	0	0	5,598	5,095	3,620	4,250	6,655	4,255	15,724	1,809	2,741	
	Wk 25	4	366,224	10,642	8,533	15,072	11,888	13,386	15,372	13,386	10,036	0	11,388	0	4,253	8,063	5,936	5,598	5,095	3,600	4,253	6,655	4,330	6,758	2,798	1,738	
	Wk 26	9	310,808	0	10,062	0	9,466	16,828	15,372	13,208	10,036	5,888	0	7,024	0	8,063	5,117	5,598	5,095	4,872	2,770	6,655	4,253	0	0	2,862	
Jul-25	Wk 27	1	389,303	9,953	10,036	14,812	12,118	13,208	15,372	13,208	10,020	5,714	10,642	7,024	4,253	8,063	5,085	5,598	5,095	3,620	4,250	6,655	4,228	7,092	2,741	1,781	
	Wk 28	4	372,643	9,448	10,020	11,388	9,466	16,828	15,372	13,208	8,501	5,762	10,106	7,024	0	8,888	4,253	5,598	5,095	3,600	5,060	6,655	4,253	6,655	2,646	1,809	4,298
	Wk 29	8	359,098	8,469	10,036	15,072	9,466	14,566	15,372	13,386	13,386	0	10,622	0	4,333	0	0	5,598	5,095	3,620	4,252	6,655	4,380	6,976	1,738	0	0
	Wk 30	4	349,523	11,388	0	13,830	9,466	13,386	15,372	0	10,036	5,920	9,448	9,466	4,253	8,533	4,253	5,598	5,095	3,600	4,250	6,655	4,255	5,610	2,862	1,809	4,395
Aug-25	Wk 31	7	333,667	9,415	10,062	0	12,118	16,828	15,372	13,386	0	0	0	7,024	4,253	8,063	4,250	5,598	5,095	4,872	2,770	6,655	4,330	0	1,781	0	2,741
	Wk 32	7	309,939	11,388	0	14,402	11,888	13,386	15,372	13,208	10,036	5,888	9,365	6,332	0	8,063	5,117	5,598	5,095	3,620	4,253	6,655	4,253	2,954	2,798	0	2,702
	Wk 33	4	334,142	0	10,062	15,072	9,466	16,828	15,372	13,208	10,036	5,714	8,811	7,024	4,253	8,063	5,085	5,598	5,095	3,600	4,250	6,655	4,228	2,954	2,741	1,809	4,298
	Wk 34	5	381,124	10,642	10,036	10,926	12,118	16,136	15,372	13,208	10,036	5,762	10,642	7,024	0	8,888	0	5,598	5,095	3,620	5,060	6,655	4,253	6,655	2,646	0	0
Sept-25	Wk 35	10	293,874	0	0	13,556	12,118	16,828	15,372	0	10,020	0	0	0	4,333	8,531	4,253	5,598	5,095	3,600	4,252	0	4,255	6,976	2,862	1,809	4,395
	Wk 36	5	331,638	10,622	10,036	10,926	12,118	14,566	15,372	13,386	8,501	5,920	10,106	7,024	4,253	0	4,253	5,598	5,095	4,872	2,770	6,655	4,330	0	1,781	0	2,702
	Wk 37	6	315,074	6,350	10,062	0	9,466	13,386	15,372	13,386	10,020	0	6,014	6,332	4,253	8,063	4,250	5,598	5,095	3,620	4,250	6,655	4,253	5,610	2,741	0	0
	Wk 38	1	360,422	9,415	13,208	11,388	12,118	16,828	15,372	13,386	9,469	5,888	9,448	7,024	4,253	8,533	5,117	5,598	5,095	3,600	4,253	6,655	4,380	2,954	2,646	1,809	4,298
	Wk 39	9	296,658	11,388	10,062	13,830	11,888	16,136	15,372	0	10,036	5,714	0	7,024	0	8,063	0	5,598	5,095	3,620	4,250	6,655	4,228	0	1,738	0	2,741
Oct-25	Wk 40	3	342,828	9,415	0	11,388	9,466	16,828	15,372	13,208	10,036	5,762	11,388	6,332	4,333	8,888	5,085	5,598	5,095	3,600	5,060	6,655	4,253	6,655	2,862	0	4,395
	Wk 41	17	234,241	0	10,020	13,892	0	16,136	0	13,208	10,036	0	0	0	0	0	0	5,598	5,095	4,872	2,770	6,655	0	0	1,781	0	2,702
	Wk 42	7	304,151	10,642	10,036	0	12,118	16,828	15,372	0	10,036	5,920	0	7,024	4,253	8,531	4,253	5,598	5,095	3,620	4,252	6,655	4,255	6,976	2,646	0	2,798
	Wk 43	7	317,195	8,048	10,036	13,892	12,118	14,566	15,372	13,386	10,020	0	0	7,024	0	8,063	4,253	5,598	5,095	3,600	4,250	6,655	4,330	0	2,741	1,809	4,298
Nov-25	Wk 44	6	340,012	7,831	10,062	10,642	0	13,386	15,372	13,386	8,501	0	10,106	0	4,253	8,533	0	5,598	5,095	3,620	4,253	6,655	4,253	0	1,738	0	2,741
	Wk 45	2	373,623	6,765	13,208	10,642	12,118	16,828	15,372	13,386	10,020	5,888	9,415	6,332	0	8,063	5,117	5,598	5,095	3,600	4,250	6,655	4,380	5,610	2,862		4,395
	Wk 46	5	323,135	0	10,062	11,388	9,466	16,136	15,372	13,208	10,036	0	9,971	7,024	4,333	0	5,085	5,598	5,095	4,872	2,770	6,655	4,228	0	1,781		2,702
	Wk 47	6	310,974	8,048	0	14,402	9,466	16,828	15,372	0	0	5,762	0	7,024	4,253	8,888	0	5,598	5,095	3,620	5,060	6,655	4,253	6,655	2,741		2,798
Dec-25	Wk 48	6	328,692	7,377	0	0	9,466	16,136	11,888	13,208	10,036	0	11,388	0	0	0	4,253	5,598	5,095	3,600	6,778	6,655	4,255	6,976	2,646		4,298
	Wk 49	7	301,402	0	10,036	14,812	12,118	16,828	15,372	13,386	10,036	5,920	0	7,024	4,253	8,063	4,253	5,598	5,095	3,620	4,250	0	4,330	0	2,741		1,738
	Wk 50	7	313,094	9,472	10,036	14,812	9,466	14,566	15,372	0	10,036	0	10,642	0	0	8,533	0	5,598	5,095	3,600	4,253	6,655	4,253	0	4,395		1,781
	Wk 51	6	312,099	7,831	10,062	14,402	9,466	13,386	15,372	13,386	10,020	0	0	7,024	0	8,533	0	5,598	5,095	4,872	2,770	6,655	4,380	0	2,702		1,781
	Wk 52	5	329,743	6,765	13,208	0	11,888	16,828	15,372	13,386	8,501	0	10,106	6,332	4,253	8,063	5,117	5,598	5,095	3,620	4,250	6,655	4,228	0	2,741		2,798
Jan-26	Wk 01	4	314,066	0	10,062	11,388	9,466	16,136	15,372	13,208	10,020	5,888	7,831	6,332	4,333	0	5,085	5,598	5,095	3,600	5,060	6,655	4,253	0	4,298		2,646
	Wk 02	5	331,633	0	0	15,072	12,118	16,828	15,372	13,208	10,036	5,762	7,092	7,024	4,250	8,888	0	5,598	5,095	3,620	4,252	0	4,255	0	2,741		1,738
	Wk 03	4	329,402	8,048	10,020	14,402	9,466	16,136	15,372	13,386	0	5,920	0	7,024	4,253	8,063	4,253	5,598	5,095	3,600	4,250	6,655	4,330	0	4,395		1,781
	Wk 04	2	359,147	7,377	10,036	15,072	12,118	16,828	15,372	13,386	10,036	0	10,034	7,024	0	8,533	4,253	5,598	5,095	3,600	4,253	13,310	4,253	0	2,702		1,781
Feb-26	Wk 05	3	343,494	9,472	10,036	15,072	12,118	14,566	15,372	13,386	10,036	0	9,288	0	4,253	8,533	4,253	5,598	5,095	4,252	4,250	6,655	4,380	0	2,741		2,798
	Wk 06	2	354,183	0	10,062	11,388	9,466	13,386	15,372	13,208	10,036	5,888	8,501	7,024	4,333	8,063	4,250	5,598	5,095	3,620	2,770	6,655	4,253	0	4,298		2,646
	Wk 07	8	293,702	7,831	13,208	0	0	16,828	15,372	0	10,020	5,762	0	7,024	4,250	8,888	0	5,598	5,095	3,600	5,060	6,655	4,255	0	2,741		1,738
	Wk 08	10	291,221	6,765	10,062	0	0	16,136	15,372	13,208	8,501	0	0	6,332	4,253	8,063	0	5,598	5,095	4,252	4,252	0	0	0	4,395		1,781
Ave. TEU			318,956	6,800	8,213	10,853	9,216	16,002	13,922	9,212	9,100	3,143	5,566	4,756	2,302	6,474	2,878	5,598	5,095	3,803	4,342	6,143	3,954	2,756	2,563	278	3,207

TBN | Double | Triple | Blank



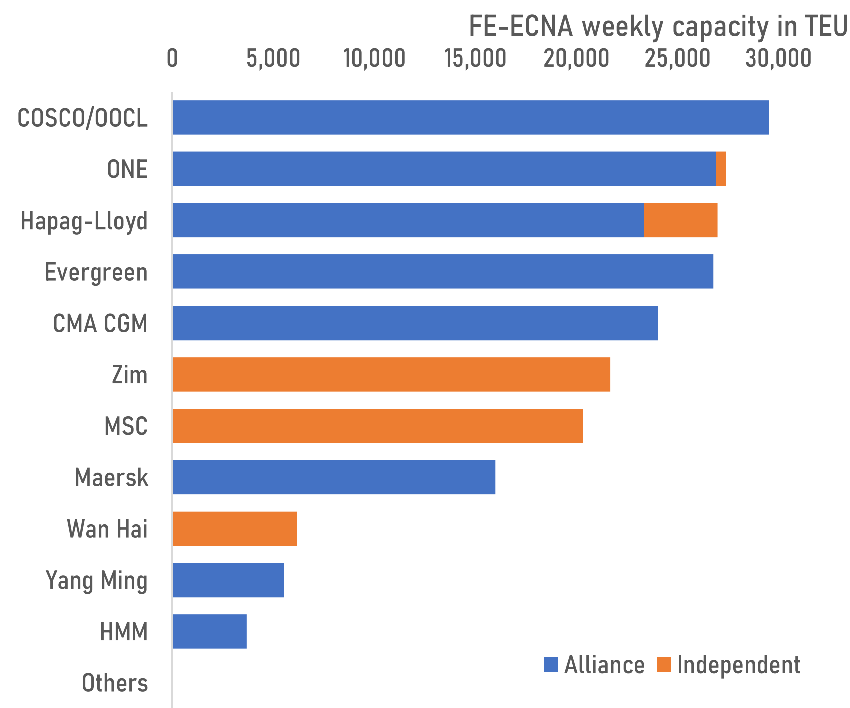


Note: Lighter blue bars are projections with the capacity based on the sailing schedule while the volume index a compound of the latest utilization and capacity.



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

	Weekly capacity (TEU)	Capacity share	Change YoY
COSCO/OOCL	29,521	14.2%	5.9%
ONE	27,414	13.2%	60.1%
Hapag-Lloyd	26,991	13.0%	26.4%
Evergreen	26,786	12.9%	6.6%
CMA CGM	24,050	11.6%	-4.9%
Zim	21,692	10.4%	-4.5%
MSC	20,319	9.8%	123.7%
Maersk	16,000	7.7%	-53.9%
Wan Hai	6,193	3.0%	-0.3%
Yang Ming	5,530	2.7%	405.5%
HMM	3,702	1.8%	-32.0%
Others	0	0.0%	-100.0%
Total all carriers	208,197	100.0%	6.0%

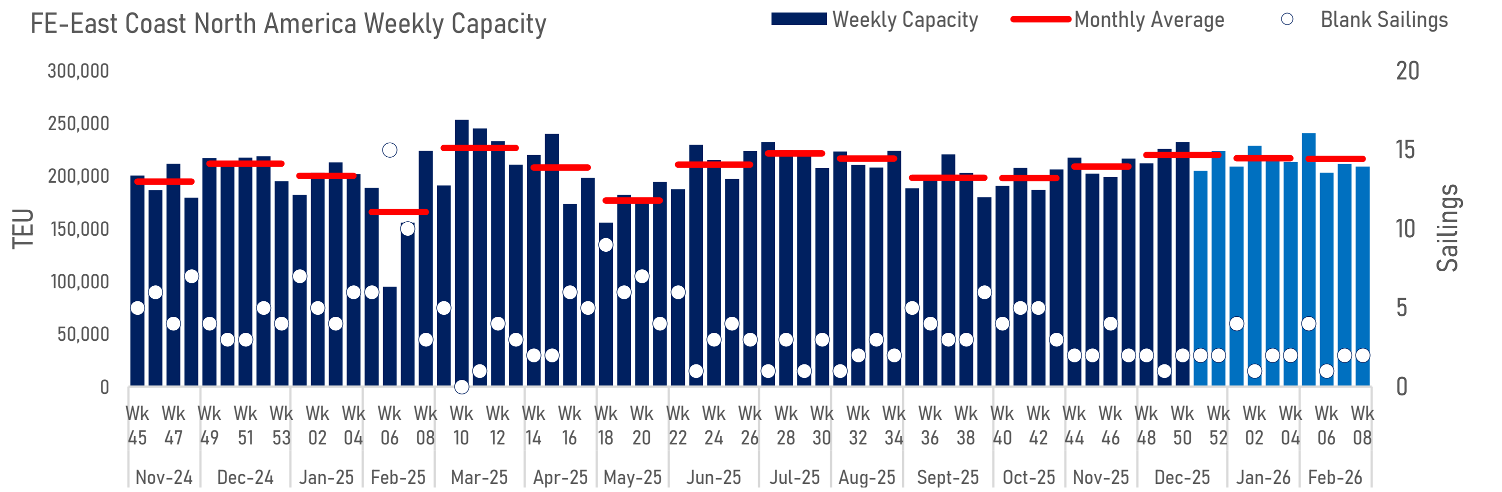


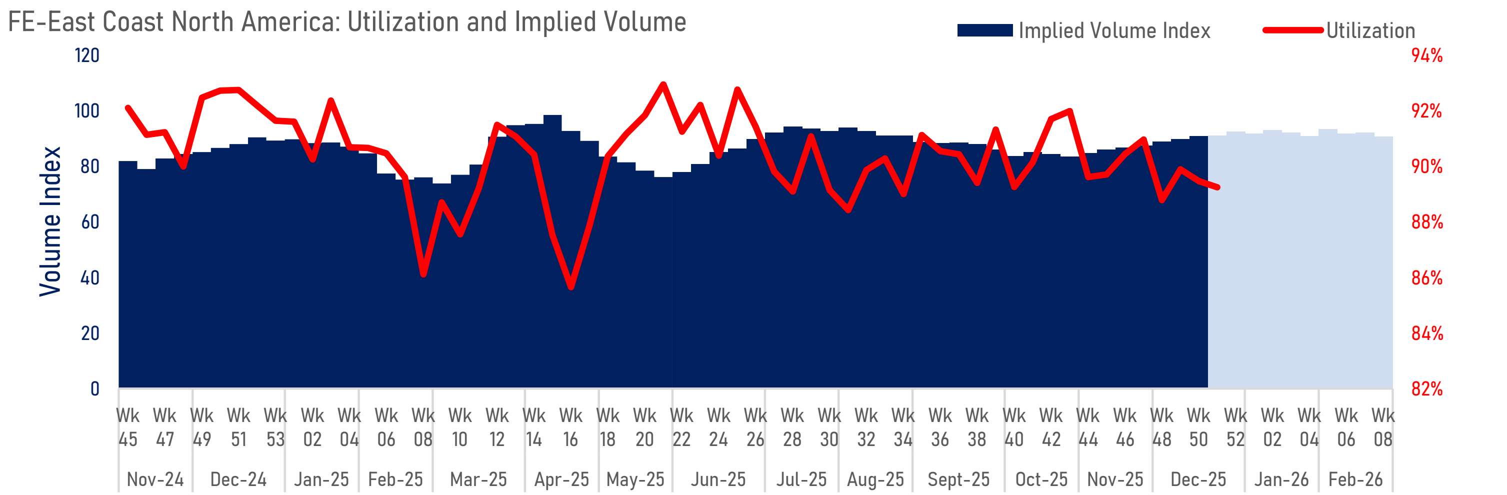
Weekly capacity is based on average of capacity deployed over the last 13 weeks. Does not include capacity on non-cellular ships.

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

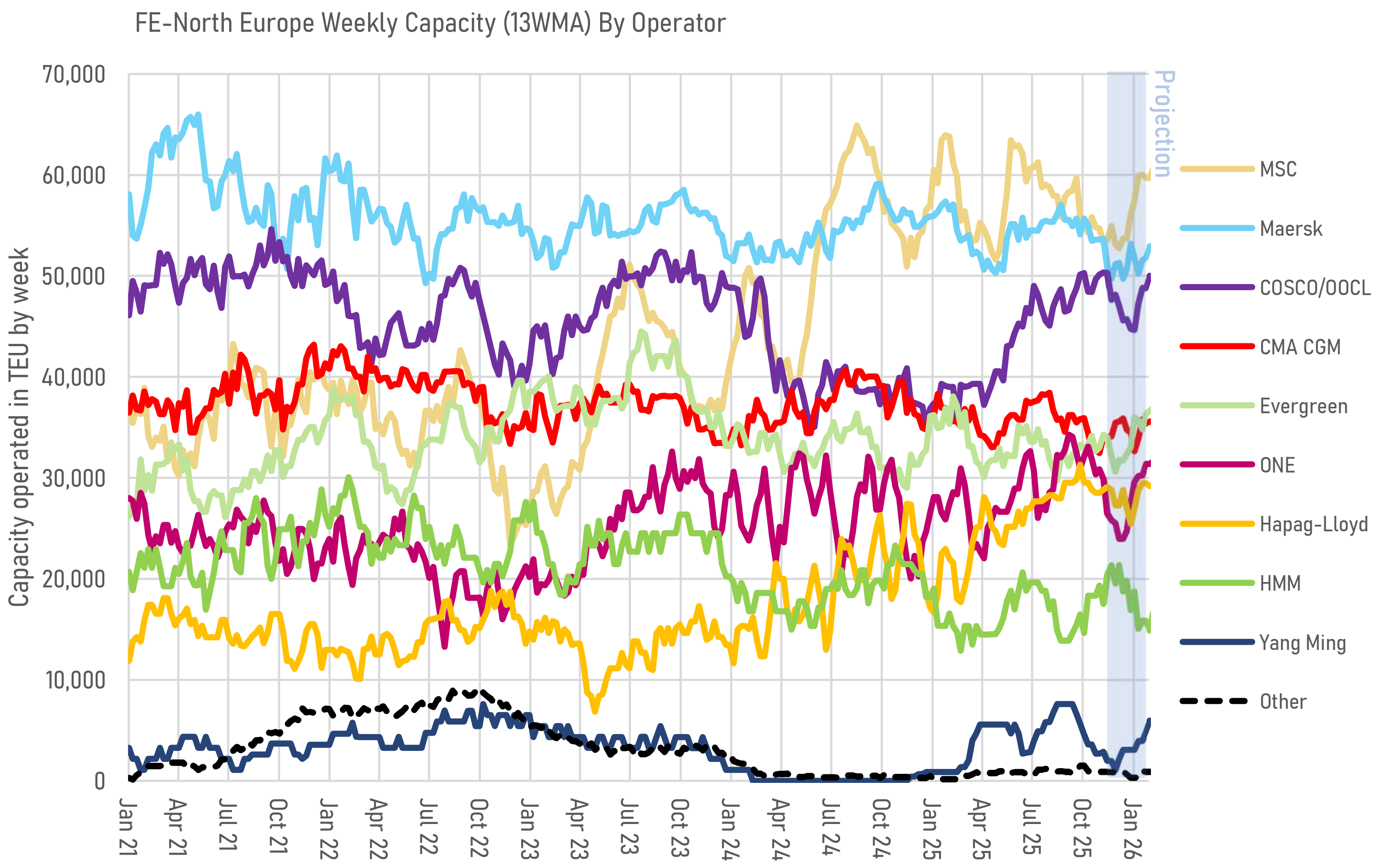
Alliance				WHL/HL	Gemini				MSC/Zim						Premier Alliance				Ocean Alliance								
Service Name		No. of blanked sailings	Total TEU	AA7	US1/ TP11	US2/ TP12	US3/TP15	US4/ TP16	USEC2 (Amberjack/ZCP)	USEC5 (Lone Star/ZGC)	USEC6 (Pelican/ZSL)	USEC1 (America/ Z7S)	USEC3 (Empire/ZNS)	USEC4 (Emerald/ ZXB)	EC1	EC2	EC3	EC4/ AUG	USEC4 (AWE1/Vespucci/ ECC2/NUE)	USEC1 (AWE2/Man.Br/ ECX2/ NUE2/AW1)	USEC5 (AWE3/TWS/ECC1/ AUE/AW5)	USEC2 (AWE4/SAX/ECX1/AW2)	USEC3 (AWE5/CJX/SEA2/SEAP/PE1)	USEC8 (AWE7 CBX/ECC3)	USEC7 (GME/GMX/GCC2/PG7)	USEC6 (GME2/PEX3/GCC1/PG6)	Other / Extra Loader
Range				Suez/Pan	Suez/Pan	Panama	Panama	Suez	Panama	Panama	Suez/Pan	Suez	Panama	Suez/Pan	Panama	Panama	Suez	Suez	Panama	Panama	Suez/Pan	Suez/Pan	Suez	Panama	Panama	Suez/Pan	FE-ECNA
Latest Transit Time (Days)				30	31	34	30	33	28	31		27	29	31	26	29	37	30	29	26	27	26	38	27	27	27	
May-25	Wk 18	9	155,890	13,458	9,030	10,010	8,544	13,169	15,248	0	5,608	12,217	0	7,928	0	0	13,870	0	0	0	15,372	0	14,402	0	8,533	8,501	0
	Wk 19	6	182,216	0	8,540	10,010	5,920	13,470	15,248	8,030	8,440	8,182	0	0	0	14,026	13,870	7,024	0	13,800	13,656	13,208	10,926	0	8,501	9,365	0
	Wk 20	7	174,565	13,216	9,549	8,750	6,350	13,371	15,248	6,039		13,000	0	8,242	11,714	0	13,900	0	11,888	13,800	0	13,208	14,402	0	0	0	1,888
	Wk 21	4	194,255	9,274	8,466	9,954	5,920	13,169	15,248	9,034		8,603	0	7,928	0	14,052	13,870	6,258	12,118	13,800	15,372	13,092	0	0	8,063	10,034	0
Jun-25	Wk 22	6	187,442	13,458	9,962	11,219	5,920	13,371	15,248	8,566		8,204	0	8,242	8,560	0	13,870	0	0	0	14,424	13,092	10,926	0	8,888	10,034	13,458
	Wk 23	1	229,610	13,458	8,544	9,954	9,030	11,219	11,923	9,178		8,566	0	8,242	8,560	14,026	14,026	6,724	12,118	13,800	14,424	16,828	14,812	6,282	8,531	9,365	0
	Wk 24	3	215,223	13,458	9,549	10,010	8,466	13,169	11,714	8,204		8,819	6,732	9,469	11,714	14,026	14,052	6,258	0	13,800	13,656	0	14,402	0	4,250	9,365	14,110
	Wk 25	4	197,075	9,274	9,962	10,100	8,411	13,169	15,248	8,030		0	0	9,115	8,110	14,026	13,900	7,024	11,888	0	14,424	13,208	14,402	0	8,063	8,721	0
	Wk 26	3	223,651	11,219	8,648	10,010	9,472	13,169	15,248	9,572		8,598	6,492	7,928	10,010	14,052	14,026	8,110	11,888	13,092	14,424	16,828	0	0	0	8,469	12,396
Jul-25	Wk 27	1	232,136	11,219	8,466	11,219	8,544	13,371	15,248	9,178		9,411	6,078	8,242	11,714	13,154	13,870	6,258	11,888	0	15,372	16,136	13,892	10,642	8,063	8,721	1,450
	Wk 28	3	224,341	13,458	9,030	9,954	8,814	13,470	15,248	8,814		16,085	6,422	8,242	0	12,726	13,870	8,110	11,888	13,800	13,656	16,828	13,892	0	0	10,034	0
	Wk 29	1	221,260	8,750	9,472	8,750	6,840	13,169	15,248	8,266		8,010	7,872	8,242	13,154	14,026	13,870	8,110	13,656	13,092	15,372	0	9,415	8,048	8,533	9,365	0
	Wk 30	3	207,454	0	8,400	10,010	8,544	13,169	15,248	7,872		0	8,189	8,242	8,930	14,026	14,052	0	11,888	13,800	15,372	13,800	10,642	8,048	8,501	8,721	0
Aug-25	Wk 31	1	223,410	13,458	9,030	10,010	8,850	13,169	0	8,827		8,034	8,643	7,928	8,073	10,081	13,870	7,024	14,424	13,800	15,372	13,208	10,642	10,622	8,063	8,501	1,781
	Wk 32	2	210,656	13,216	8,540	8,750	8,400	13,169	15,248	0		8,089	6,447	8,242	0	12,726	14,052	6,258	12,118	13,800	13,656	13,208	11,388	8,048	5,936	9,365	0
	Wk 33	3	208,130	8,750	9,549	9,954	8,466	13,169	15,248	8,030		9,408	0	7,928	11,714	8,110	13,870	6,724	12,118	0	15,372	13,092	14,402	7,418	8,888	0	5,920
	Wk 34	2	223,878	9,274	9,288	11,219	8,440	13,470	11,923	10,062		8,182	8,819	8,242	8,560	0	13,870	6,724	13,656	13,800	15,372	16,828	15,072	7,377	0	10,034	3,666
Sept-25	Wk 35	5	188,440	13,458	9,962	0	9,030	13,371	11,714	5,608		8,603	0	8,242	0	14,052	14,026	6,258	14,424	13,800	15,372	13,092	0	0	8,063	9,365	0
	Wk 36	4	198,928	13,458	8,544	9,954	8,466	13,169	15,248	9,034		8,204	8,533	9,115	11,714	8,560	0	7,024	11,888	0	14,424	16,828	14,812	0	0	9,953	0
	Wk 37	3	220,598	13,458	8,400	8,750	8,466	13,371	30,496	8,204		0	6,492	8,242	0	14,026	13,870	8,110	11,888	0	13,656	13,208	14,402	9,448	8,063	8,048	0
	Wk 38	3	202,808	9,274	9,962	11,219	9,472	11,219	15,248	8,030		8,598	6,422	8,242	8,110	0	14,026	8,772	11,888	13,092	14,424	16,828	0	0	8,063	8,469	1,450
	Wk 39	6	179,825	8,750	8,648	11,219	8,544	13,169	15,248	0		0	6,078	7,928	0	14,052	14,026	0	11,888	13,800	0	16,828	11,388	9,448	0	8,811	0
Oct-25	Wk 40	4	190,878	11,219	8,466	11,219	8,814	13,169	0	8,566		8,814	7,403	8,242	11,714	13,154	14,952	6,258	0	13,092	14,424	0	14,402	0	8,501	8,469	0
	Wk 41	5	207,770	0	0	9,954	6,840	13,169	15,248	8,814		17,810	8,814	8,242	8,930	10,081	14,026	0	13,656	13,208	15,372	16,828	0	10,642	8,063	0	8,073
	Wk 42	5	186,779	13,458	0	8,750	8,544	13,371	15,248	8,266		7,847	0	8,586	10,081	14,026	13,870	4,728	13,656	0	15,372	0	10,642	8,048	5,936	0	6,350
	Wk 43	3	206,391	8,750	8,400	8,750	8,850	13,470	15,248	10,062		0	8,236	7,928	8,073	0	13,870	7,024	11,888	13,800	15,372	16,136	15,072	0	8,888	6,574	0
Nov-25	Wk 44	2	217,535	13,458	9,030	9,954	8,400	13,169	15,248	8,566		8,189	6,447	9,115	0	11,714	13,870	6,258	14,424	13,208	15,372	13,208	11,388	8,048	0	8,469	0
	Wk 45	2	202,285	8,750	8,540	9,954	8,466	13,470	11,714	8,208		8,598	6,648	7,928	10,081	14,026	13,900	6,724	12,118	0	15,372	13,208	0	8,048	8,063	8,469	0
	Wk 46	4	199,043	0	9,549	8,750	8,440	13,169	15,248	16,900		8,566	0	8,242	8,189	11,714	13,870	6,724	13,656	13,800	15,372	0	11,388	7,418	0	8,048	0
	Wk 47	2	216,632	13,216	9,288	11,219	8,650	13,169	11,714	10,062		8,643	6,703	8,242	8,560	14,052	14,052	6,258	0	13,092	15,372	16,828	0	9,415	8,063	10,034	0
Dec-25	Wk 48	2	211,974	9,274	8,648	9,954	8,466	13,470	0	8,533		8,603	6,422	8,242	0	14,052	13,870	7,024	13,656	13,092	15,372	13,092	11,388	11,388	8,063	9,365	0
	Wk 49	1	225,662	13,458	8,544	8,750	8,466	13,371	15,248	9,034		8,030	6,492	8,242	8,560	0	13,870	8,772	11,888	13,092	14,424	16,828	11,388	8,721	8,531	9,953	0
	Wk 50	2	232,084	13,458	8,400	11,219	9,962	13,169	15,248	8,204		9,640	0	7,928	0	11,714	13,870	8,110	11,888	13,800	13,656	13,208	13,892	18,169	8,501	8,048	0
	Wk 51	2	205,175	9,274	9,030	11,219	8,544	13,169	0	8,030		8,598	6,078	8,242	8,110	14,052	14,026	6,258	13,656	13,092	0	16,828	13,556	6,881	8,063	8,469	0
	Wk 52	2	223,689	13,458	8,850	11,219	8,814	13,371	15,248	8,566		9,572	7,403	8,242	8,930	14,026	14,026	8,073	11,888	0	14,424	16,828	13,892	8,048	0	8,811	0
Jan-26	Wk 01	4	208,859	0	8,466	9,954	8,650	11,219	15,248	10,062		8,814	8,814	0	0	13,154	13,870	4,728	13,656	13,208	15,372	16,828	11,388	16,540	8,888	0	0
	Wk 02	1	228,739	11,219	9,962	8,750	8,544	13,169	15,248	8,814		8,238	8,236	8,242	10,081	14,026	14,026	7,024	11,888	13,800	15,372	16,828	0	9,971	5,936	9,365	0
	Wk 03	2	216,561	13,458	8,411	8,750	8,850	13,169	15,248	0		0	6,447	7,928	8,110	10,081	13,900	6,258	11,888	13,208	15,372	16,828	15,072	8,102	8,063	7,418	0
	Wk 04	2	213,227	8,750	8,400	9,954	8,400	13,169	15,248	8,266		8,762	6,648	8,242	8,073	11,714	14,026	6,724	14,424	0	15,372	16,136	14,402	8,048	0	8,469	0
Feb-26	Wk 01	4	208,859	0	8,466	9,954	8,650	11,219	15,248	10,062		8,814	8,814	0	0	13,154	13,870	4,728	13,656	13,208	15,372	16,828	11,388	16,540	8,888	0	0
	Wk 02	1	228,739	11,219	9,962	8,750	8,544	13,169	15,248	8,814		8,238	8,236	8,242	10,081	14,026	14,026	7,024	11,888	13,800	15,372	16,828	0	9,971	5,936	9,365	0
	Wk 03	2	216,561	13,458	8,411	8,750	8,850	13,169	15,248	0		0	6,447	7,928	8,110	10,081	13,900	6,258	11,888	13,208	15,372	16,828	15,072	8,102	8,063	7,418	0
	Wk 04	2	213,227	8,750	8,400	9,954	8,400	13,169	15,248	8,266		8,762	6,648	8,242	8,073	11,714	14,026	6,724	14,424	0	15,372	16,136	14,402	8,048	0	8,469	0
Ave. TEU			206,128	9,467	7,498	10,070	8,609	13,120	12,358	8,711	0	7,949	5,359	8,239	6,331	9,891	14,006	5,896	10,816	11,314	13,839	11,769	8,534	7,642	6,206	7,285	1,221

TBN | Double | Triple | Blank



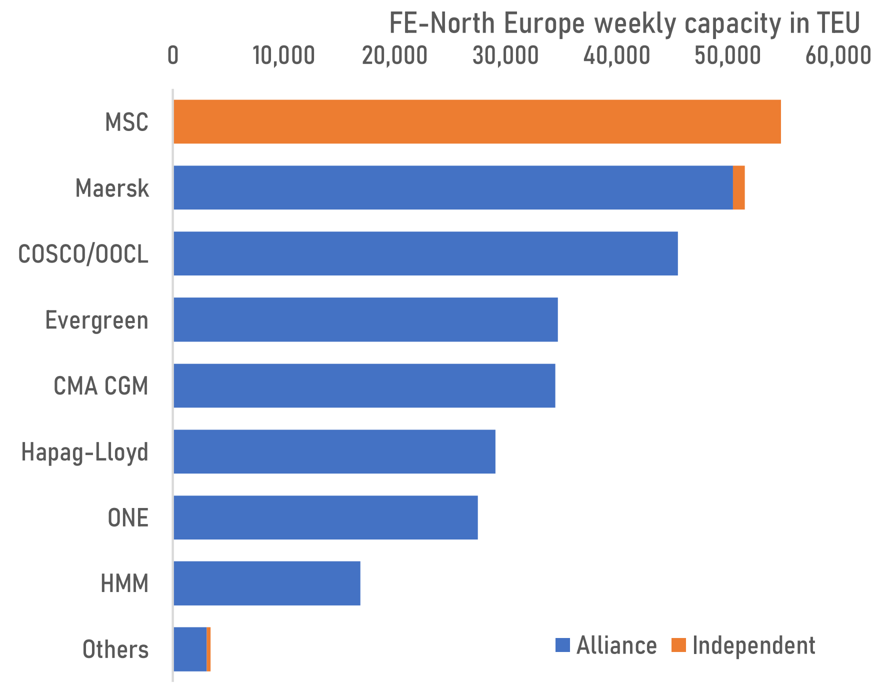


Note: Lighter blue bars are projections with the capacity based on the sailing schedule while the volume index a compound of the latest utilization and capacity.



Far East-North Europe : Capacity Share by Carrier

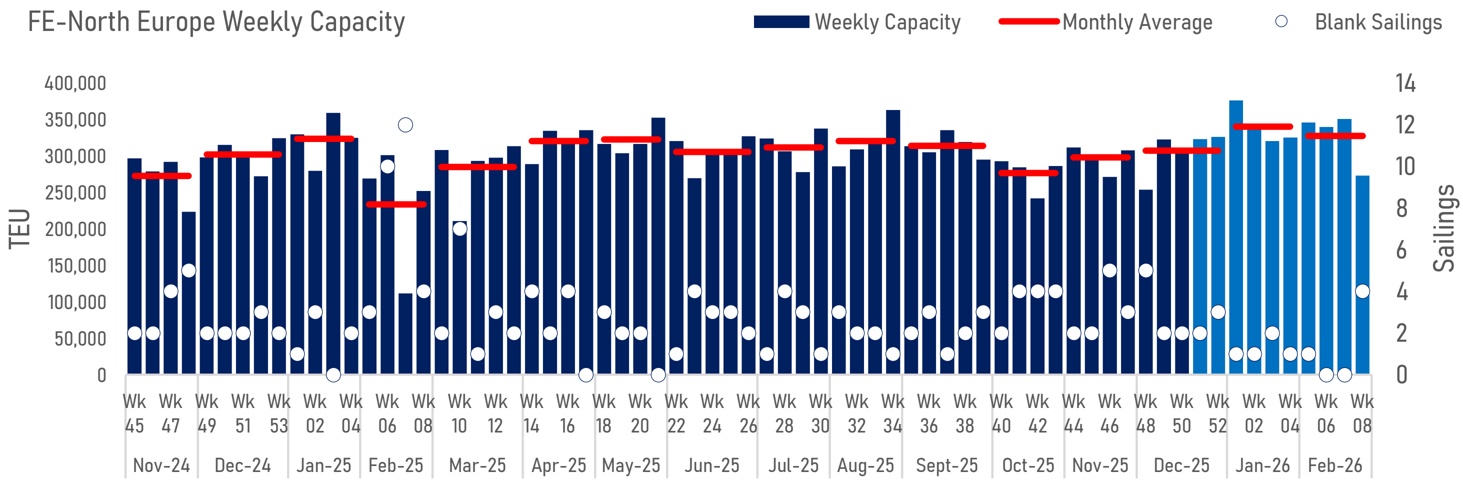
	Weekly capacity (TEU)	Capacity share	Change YoY
MSC	54,846	18.4%	-5.8%
Maersk	51,572	17.3%	-0.1%
COSCO/OOCL	45,560	15.3%	17.7%
Evergreen	34,739	11.7%	1.3%
CMA CGM	34,500	11.6%	-5.7%
Hapag-Lloyd	29,111	9.8%	66.9%
ONE	27,524	9.2%	14.7%
HMM	16,918	5.7%	-19.8%
Others	3,398	1.1%	146.0%
Total all carriers	298,169	100.0%	5.2%

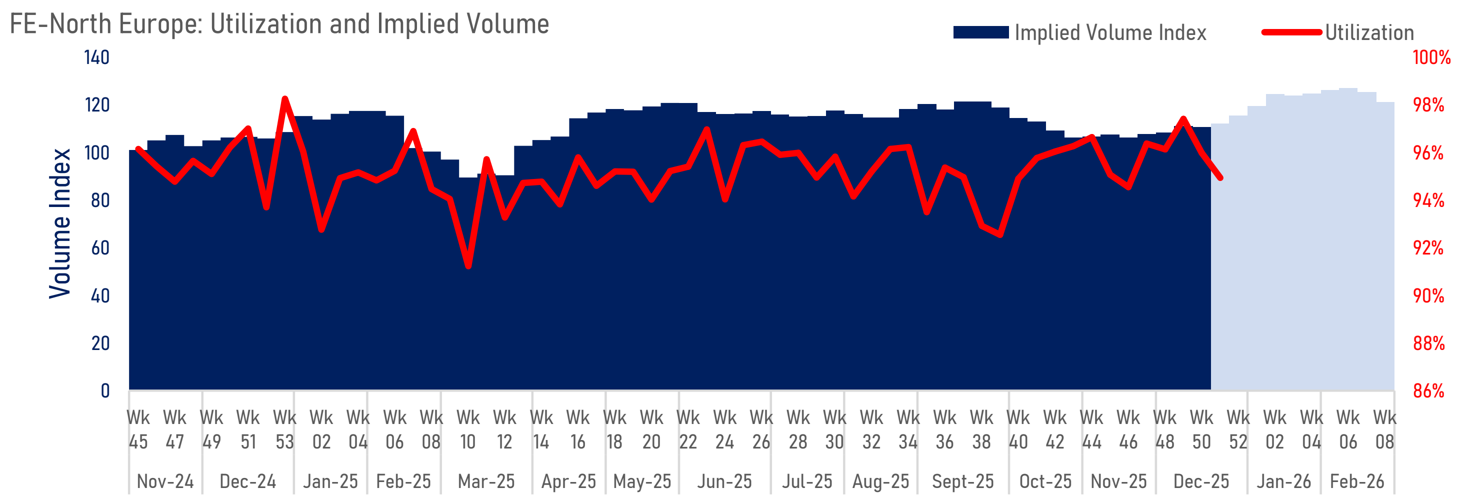


Weekly capacity is based on average of capacity deployed over the last 13 weeks.

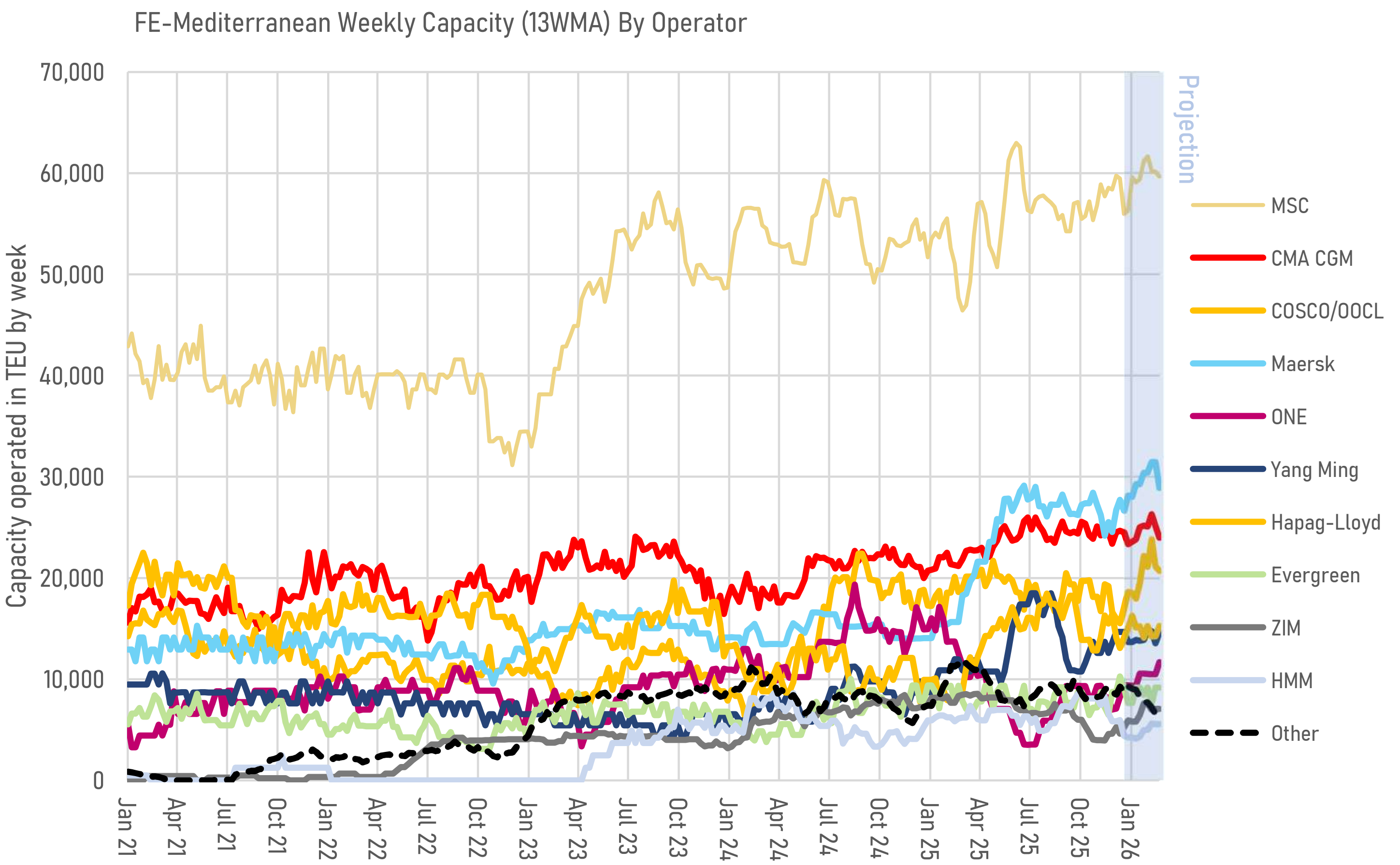
Alliance				Gemini				MSC/Premier Alliance								Ocean Alliance							
Service Name		No. of blanked sailings	Total TEU	NE2/AE1	NE1/AE2	NE4/AE5	NE3/AE3	Albatros	FE5/ Lion	Britannia	FE6/ Swan	FP2/ Griffin	FE3/ Condor	FE4/ Silk	FP1	NEU1 FAL5/AEU1 / LL1/NE1	NEU2 FAL2/AEU3 / LL2/NE3	NEU4 FAL1/AEU2 / LL4	NEU3 AEU7/LL3/ FAL7	NEU5 FAL3/AEU6 / LL5	NEU6 FAL6/AEU5 / LL6/CEM	NEU7 FAL8/AEU9 / LL7/CES	Other / Extra Loader
Range				NCUK	NC	NCUK	NCUK	NCUK	NCUK	NCUK Balt	NC	NCUK	NCUK	NC	NC	NCUK Balt	Med/NC	NC	NC	NCUK	NCUK	NC	FE-N.Eur
Latest Transit Time (Days)				27	33	25	30	32	27	40	31	40	41	30	40	28	34	34	33	28	33	33	
May-25	Wk 18	3	316,835	19,076	19,870	20,568	20,568	16,616	16,616	15,264	16,652	0	23,964	24,136	0	24,188	19,273	15,072	0	23,112	23,992	15,372	2,496
	Wk 19	2	303,861	19,076	19,870	19,076	17,816	14,400	16,520	30,272	15,576	13,154	0	20,182	9,040	0	19,273	17,292	13,092	23,112	23,992	12,118	0
	Wk 20	2	316,849	19,076	23,664	19,076	17,816	16,196	16,616	15,264	11,660	13,788	23,964	0	9,040	24,188	20,119	17,859	0	17,859	24,004	15,372	11,288
	Wk 21	0	352,482	19,076	23,664	20,568	20,568	14,036	32,464	16,520	14,036	13,154	14,026	24,136	9,040	21,413	13,386	17,859	14,566	20,954	20,160	13,656	9,200
Jun-25	Wk 22	1	320,507	19,076	23,664	19,076	20,568	13,102	14,036	0	14,036	11,714	23,964	14,952	9,040	24,188	24,188	17,292	8,063	23,112	24,004	15,372	1,060
	Wk 23	4	269,579	19,870	23,664	19,076	19,076	0	13,102	14,952	13,798	0	0	23,820	9,012	24,188	19,273	0	13,092	17,292	23,992	15,372	0
	Wk 24	3	305,893	20,568	23,664	19,076	19,076	15,413	0	16,464	15,413	11,923	23,964	14,952	9,040	21,413	20,119	17,292	0	23,112	24,004	0	10,400
	Wk 25	3	303,891	23,664	19,870	19,076	17,816	13,092	16,616	0	15,413	24,649	0	24,136	9,012	24,188	21,237	17,722	0	23,876	23,992	9,532	0
	Wk 26	2	326,963	20,568	23,664	19,076	20,568	15,413	32,398	15,576	15,264	12,726	23,820	20,170	8,930	24,188	0	17,292	14,074	23,112	20,124	0	0
Jul-25	Wk 27	1	324,090	23,664	23,664	19,076	17,816	13,092	16,520	16,000	16,464	9,592	23,964	14,078	9,040	21,413	21,237	17,292	14,074	23,112	23,992	0	0
	Wk 28	4	306,616	20,568	23,664	19,076	17,480	29,813	0	15,413	16,000	12,726	0	0	9,040	24,188	21,237	20,954	0	20,954	20,160	20,124	15,219
	Wk 29	3	277,820	20,568	19,870	19,076	20,568	11,660	13,000	13,798	0	9,592	13,154	20,182	9,012	0	24,188	17,292	14,566	23,112	24,004	0	4,178
	Wk 30	1	337,673	19,076	23,664	19,076	17,816	16,000	16,464	16,000	15,264	11,714	23,820	20,170	8,930	24,188	19,273	17,722	0	23,112	24,004	20,160	1,220
Aug-25	Wk 31	3	286,087	19,076	23,664	19,076	20,568	14,036	15,576	16,000	15,934	8,073	14,952	24,136	0	24,188	0	17,292	13,208	23,876	0	15,372	1,060
	Wk 32	2	309,187	19,076	19,870	19,076	17,816	15,264	18,500	16,464	16,000	11,714	23,964	24,136	9,040	24,188	19,273	17,722	13,092	0	23,992	0	0
	Wk 33	2	323,535	19,076	19,870	20,568	17,816	13,050	16,464	13,102	16,464	11,714	24,136	20,170	8,974	24,188	19,273	0	14,074	23,112	24,004	0	17,480
	Wk 34	1	362,957	19,076	23,664	19,076	20,568	15,264	15,576	13,000	15,413	0	14,952	20,170	9,040	24,188	20,119	17,859	14,566	23,112	47,984	15,372	13,958
Sept-25	Wk 35	2	313,453	19,870	23,664	19,076	20,568	15,413	19,224	15,576	16,616	11,714	23,820	24,136	9,040	0	14,074	0	13,386	23,112	24,004	20,160	0
	Wk 36	3	305,020	19,870	23,664	19,076	19,076	0	14,036	16,196	18,500	0	23,820	20,182	8,974	21,413	24,188	17,859	13,208	20,954	24,004	0	0
	Wk 37	1	335,307	20,568	23,664	19,076	19,076	14,036	19,224	0	15,413	10,081	23,964	24,136	9,040	24,188	19,273	17,292	13,800	23,112	23,992	15,372	0
	Wk 38	2	319,062	23,664	23,664	20,568	17,816	14,036	16,520	16,000	15,264	10,081	0	14,952	9,040	24,188	20,119	32,104	13,092	0	20,160	15,372	12,422
	Wk 39	3	295,260	23,664	19,870	19,076	20,568	14,036	0	0	14,272	0	23,964	13,788	9,040	21,413	21,237	17,292	13,386	23,112	24,004	6,332	10,206
Oct-25	Wk 40	2	293,010	20,568	23,664	19,076	17,816	14,952	14,036	15,413	13,000	9,592	0	15,258	9,040	24,188	20,119	17,722	14,566	23,876	20,124	0	0
	Wk 41	4	284,479	20,568	23,664	19,076	17,480	13,092	16,000	0	16,196	13,900	23,964	23,964	8,110	0	21,237	0	0	23,112	23,992	20,124	0
	Wk 42	4	242,160	0	14,993	19,076	20,568	14,036	13,102	16,000	15,934	13,154	14,026	0	9,040	24,188	0	17,859	14,074	0	23,992	12,118	0
	Wk 43	4	286,361	20,568	19,870	19,076	17,816	15,576	19,224	0	15,264	0	23,820	0	9,012	21,413	24,188	17,292	14,566	23,112	24,004	0	1,560
Nov-25	Wk 44	2	311,664	19,076	23,664	19,076	20,568	15,413	15,934	13,050	16,000	13,154	20,170	24,136	9,592	24,188	19,273	17,292	0	20,954	0	20,124	0
	Wk 45	2	301,099	19,076	23,664	19,076	19,076	15,413	16,464	15,264	0	11,923	0	14,078	9,012	24,188	21,237	17,292	13,800	20,954	24,004	16,578	0
	Wk 46	5	271,350	19,076	23,664	19,076	0	15,413	32,984	0	15,264	13,154	23,964	0	8,930	24,188	19,273	0	13,092	23,112	20,160	0	0
	Wk 47	3	307,888	19,076	19,870	20,568	17,816	13,000	16,000	15,264	32,550	13,154	15,258	20,182	0	24,188	0	17,722	0	23,876	23,992	15,372	0
Dec-25	Wk 48	5	253,900	19,076	23,664	19,076	20,568	13,102	0	14,036	16,000	0	0	20,170	9,040	0	20,119	17,859	14,074	23,112	24,004	0	0
	Wk 49	2	322,805	19,870	23,664	19,076	20,568	13,102	16,464	14,036	0	14,198	23,820	23,820	9,040	24,188	20,119	17,292	0	23,112	24,004	15,372	1,060
	Wk 50	2	308,730	19,870	23,664	19,076	19,076	15,264	16,464	15,264	14,036	11,714	0	24,136	8,930	0	24,188	20,954	14,566	23,112	23,992	14,424	0
	Wk 51	2	323,344	20,568	23,664	19,076	19,076	15,413	16,464	14,036	16,000	14,052	23,964	20,170	0	21,413	24,188	17,722	13,386	0	23,992	20,160	0
	Wk 52	3	326,145	20,568	23,664	20,568	17,816	0	28,308	15,576	15,413	11,923	0	24,136	9,040	24,188	19,273	17,292	0	23,876	24,004	15,372	15,128
Jan-26	Wk 01	1	376,215	23,664	19,870	19,076	20,568	15,413	16,464	13,102	29,813	19,050	23,964	24,136	18,014	24,188	20,119	17,292	13,208	0	44,164	14,110	0
	Wk 02	1	340,092	23,664	23,664	19,076	17,816	30,652	19,224	13,092	15,264	11,714	0	20,170	9,040	21,413	21,237	17,292	13,092	23,112	23,992	16,578	0
	Wk 03	2	320,513	20,568	23,664	19,076	17,480	14,036	16,616	16,000	13,050	8,772	23,820	24,136	0	24,188	20,119	17,722	13,386	23,876	24,004	0	0
	Wk 04	1	325,252	20,568	19,870	19,076	20,568	13,798	19,224	0	13,000	11,714	23,820	14,952	9,040	24,188	21,237	17,292	14,566	17,859	23,992	20,124	364
Feb-26	Wk 05	1	346,031	19,076	19,870	19,076	17,816	13,092	16,000	15,413	16,196	14,220	24,136	20,182	9,012	24,188	21,237	17,859	14,074	23,112	23,992	0	17,480
	Wk 06	0	339,754	19,076	23,664	19,076	20,568	13,798	16,000	14,036	15,934	11,714	23,964	15,258	9,040	21,413	19,273	17,292	14,566	20,954	24,004	20,124	0
	Wk 07	0	350,902	19,076	23,664	19,076	19,076	16,520	19,224	16,000	15,264	20,162	14,399	23,964	8,110	24,188	21,237	17,292	13,800	23,112	20,160	16,578	0
	Wk 08	4	273,232	19,076	23,664	19,076	17,816	15,413	16,520	0	16,000	9,592	0	23,964	9,040	24,188	19,273	0	13,092	20,954	24,004	0	1,560
Ave. TEU			292,136	18,781	22,121	19,306	17,672	14,341	14,861	10,333	14,137	9,540	12,999	14,960	8,294	18,179	17,778	16,206	9,632	19,342	21,264	10,447	1,942

TBN	Double	Triple	Blank



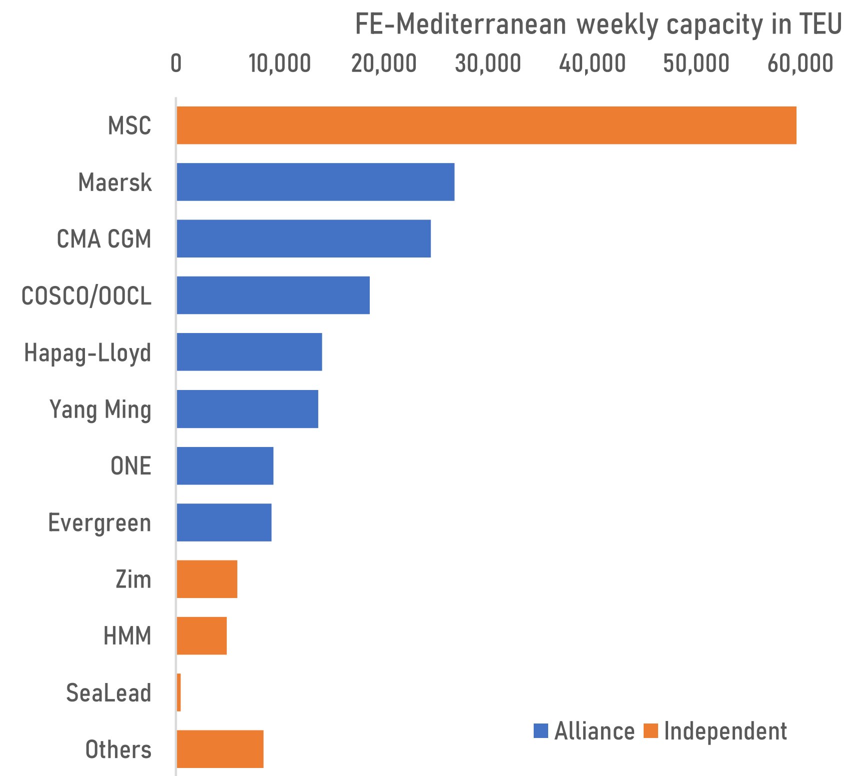


Note: Lighter blue bars are projections with the capacity based on the sailing schedule while the volume index a compound of the latest utilization and capacity.



Far East-Mediterranean : Capacity Share by Carrier

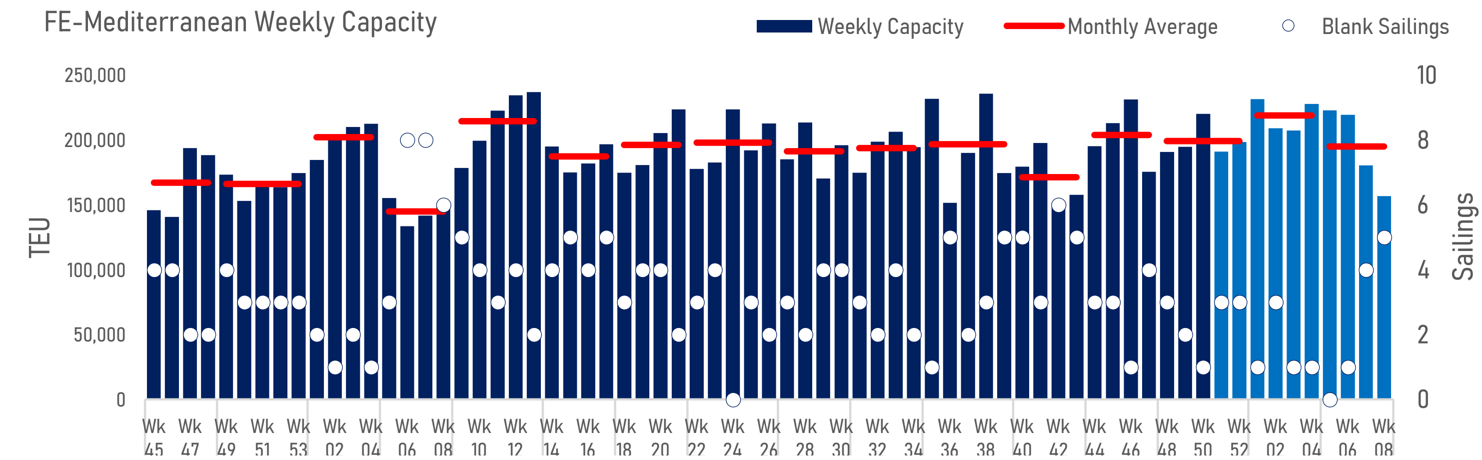
	Weekly capacity (TEU)	Capacity share	Change YoY
MSC	59,644	30.5%	6.8%
Maersk	26,790	13.7%	90.6%
CMA CGM	24,522	12.5%	18.4%
COSCO/OOCL	18,647	9.5%	7.9%
Hapag-Lloyd	14,087	7.2%	41.9%
Yang Ming	13,692	7.0%	39.9%
ONE	9,396	4.8%	-36.6%
Evergreen	9,204	4.7%	17.4%
Zim	5,944	3.0%	-20.3%
HMM	4,927	2.5%	-17.0%
SeaLead	478	0.2%	-91.9%
Others	8,445	4.3%	304.8%
Total all carriers	195,776	100.0%	14.0%

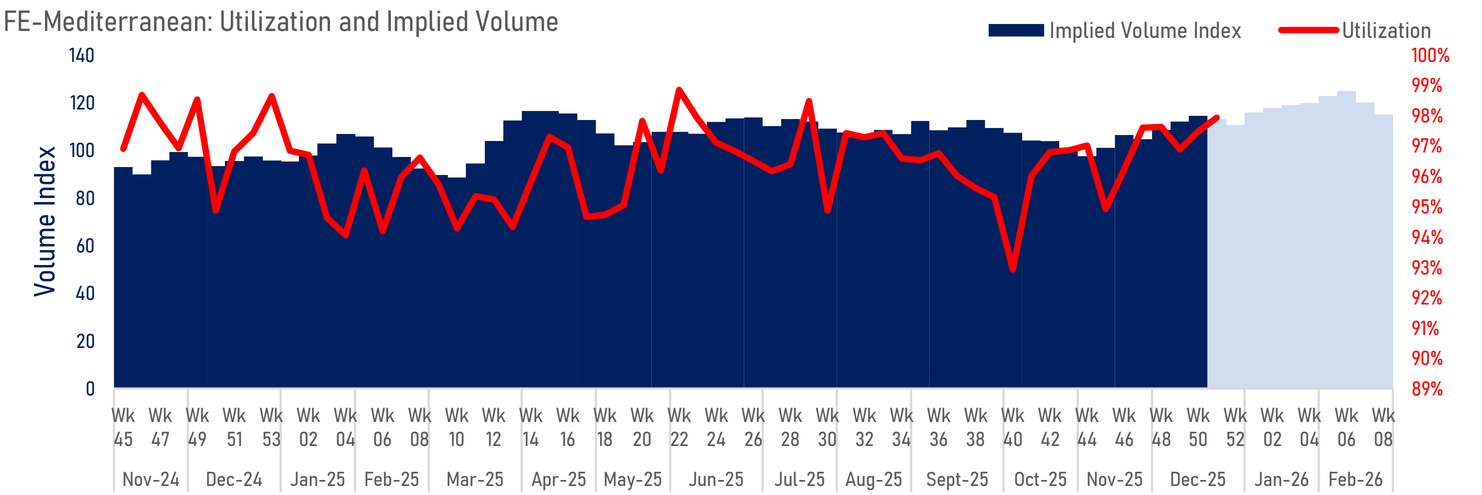


Weekly capacity is based on average of capacity deployed over the last 13 weeks

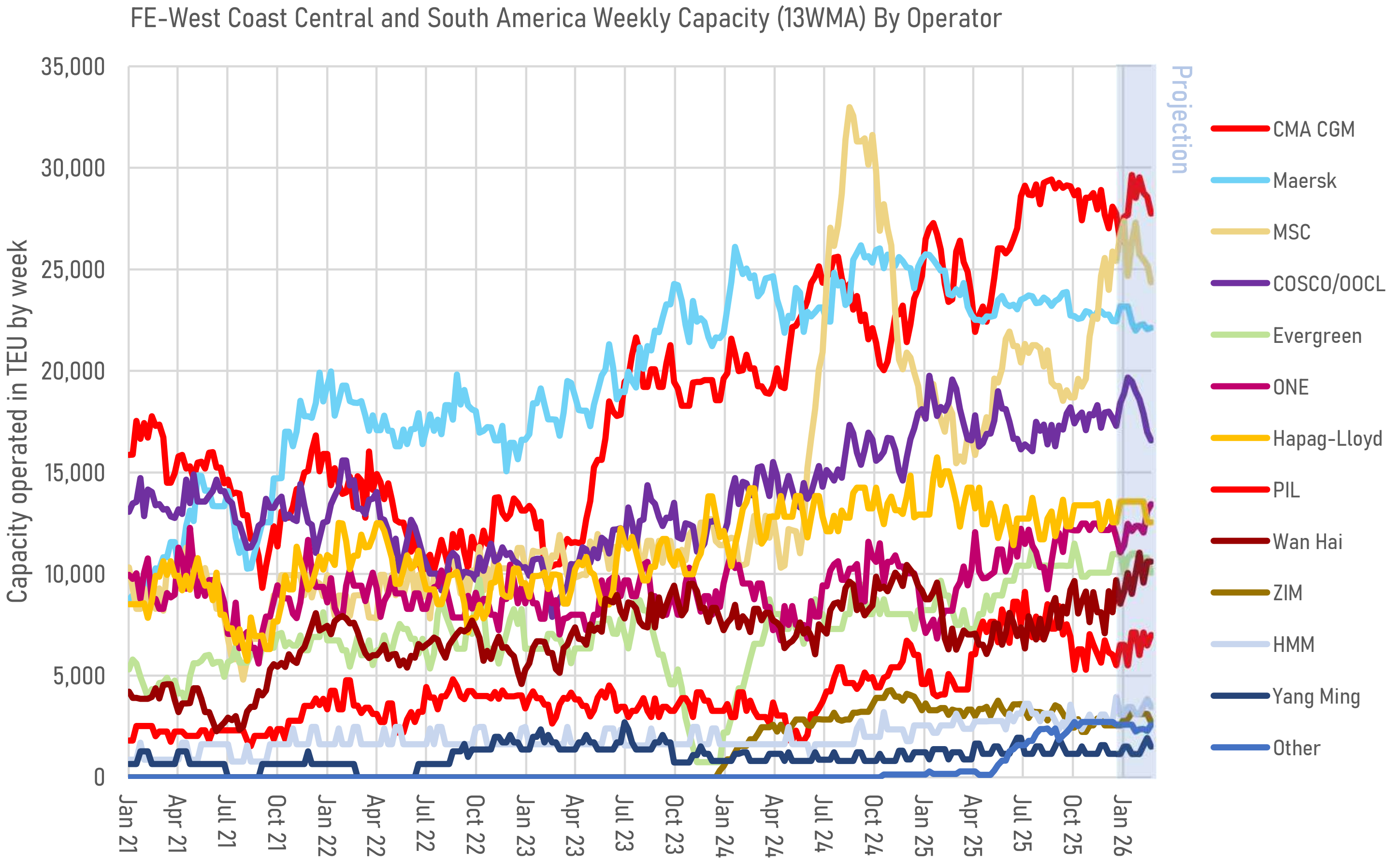
Alliance				Gemini			MSC/Premier Alliance						HMM	ZIM	Ocean Alliance				CUL/GFS/SL	Akkon	
Service Name		No. of blanked sailings	Total TEU	SE2/ AE11	SE1 / AE12	SE3/ AE15	Dragon/ MD4	MD1/ Panther	MD2/MS2/ Lynx)	Tiger/ MD3	Phoenix	Jade/ MD5	FIM	ZMP	MED1 MEX2/AEM1/WM1/MD2	MED2 MEX1AEM2/WM2/MEX1	MED3 BEX/AEM3/EM1/BEX	MED5 PHOEX/AEM6/AAS/BEX2	AEM	Far East Service	Other / Extra Loader
Range				West Med	Adriatic	East Med	East Med	West Med	West Med	East Med	East Med	East Med	East Med	East Med	West Med	West Med	Black Sea	Adriatic			FE-Med
Latest Transit Time (Days)				24	31	30	30	37	29	27		26	42	27	28	28	31	13	21	24	
May-25	Wk 18	3	174,776	15,794	15,282	13,102	19,224	0	0	0		23,656	8,548	8,242	20,160	14,812	14,074	11,388	5,888	2,702	1,904
	Wk 19	4	180,591	15,282	14,993	10,100	16,520	0	15,258	19,462		23,756	0	5,087	20,119	14,812	9,466	9,658	0	0	6,078
	Wk 20	4	205,340	15,794	15,282	13,568	16,652	14,080	14,080	43,340		23,756	0	0	0	14,806	13,386	15,536	5,060	0	0
	Wk 21	2	223,504	15,794	14,993	14,993	19,224	28,158	14,220	24,346		24,346	10,081	8,242	21,237	0	0	15,464	4,992	1,887	5,527
Jun-25	Wk 22	3	177,742	17,816	15,413	13,470	13,050	14,198	14,080	19,224		23,756	0	8,242	0	15,254	14,074	0	6,661	2,504	0
	Wk 23	4	182,691	15,794	14,993	13,568	16,196	14,080	14,220	19,224		23,756	0	0	20,124	14,812	0	13,136	0	2,788	0
	Wk 24	0	223,738	15,794	15,413	13,568	14,952	14,198	14,220	18,500		23,756	10,081	5,500	19,273	15,254	14,566	15,536	4,636	3,534	4,957
	Wk 25	3	192,137	17,816	14,993	13,092	14,036	14,080	0	13,798		19,462	11,010	10,062	20,124	15,254	14,074	13,136	0	0	1,200
	Wk 26	2	212,786	15,413	14,993	13,470	13,000	14,080	15,258	19,224		24,346	0	0	21,237	15,254	14,566	15,536	2,672	2,496	11,241
Jul-25	Wk 27	3	185,057	17,816	14,603	13,470	15,934	14,220	15,456	19,462		23,782	0	10,062	0	0	9,469	13,136	13,232	2,702	1,713
	Wk 28	2	213,595	15,282	14,993	13,568	15,413	14,198	16,010	19,462		23,936	0	8,586	21,413	17,292	9,532	13,136	4,992	0	5,782
	Wk 29	4	170,327	15,794	14,993	13,371	15,264	0	15,456	0		23,936	7,700	8,242	20,124	15,254	13,208	0	0	2,504	4,481
	Wk 30	4	195,983	15,794	14,993	13,470	15,264	0	15,258	24,116		24,116	0	8,586	21,413	16,022	0	15,536	5,888	0	5,527
Aug-25	Wk 31	3	174,802	15,794	15,413	13,169	0	14,220	0	19,224		19,224	10,010	9,115	20,124	14,806	13,386	0	5,888	1,887	2,542
	Wk 32	2	198,804	15,282	15,413	11,923	16,616	14,080	15,258	19,368		19,368	8,566	8,440	18,982	15,254	0	11,388	0	2,788	6,078
	Wk 33	4	206,255	15,794	15,282	13,102	15,413	14,080	15,258	38,448		24,116	0	8,440	20,124	14,812	0	9,658	0	0	1,728
	Wk 34	2	194,551	15,794	14,993	10,100	15,264	14,080	13,253	13,000		23,656	8,548	0	21,413	14,812	9,466	15,536	4,636	0	0
Sept-25	Wk 35	1	231,764	17,816	15,282	13,568	13,798	14,080	15,258	23,756		24,116	10,010	8,242	20,119	14,806	13,386	13,136	6,078	0	8,313
	Wk 36	5	151,551	15,794	14,993	14,993	14,036	0	14,026	0		24,116	0	0	21,237	0	8,501	15,464	938	2,496	4,957
	Wk 37	2	189,965	17,480	15,794	13,470	14,036	14,080	0	23,656		19,462	8,548	8,242	19,273	15,254	0	13,136	2,008	2,702	2,824
	Wk 38	3	235,749	17,816	14,993	13,568	15,264	14,078	10,081	43,570		24,346	10,010	0	14,110	14,812	14,074	15,536	0	0	13,491
	Wk 39	5	174,488	0	0	13,568	15,576	12,726	15,516	19,224		23,756	8,548	0	20,124	15,254	14,566	12,917	0	0	2,713
Oct-25	Wk 40	5	179,414	15,413	15,413	0	13,798	14,080	15,258	23,656		0	0	10,062	21,237	15,072	14,074	13,136	0	0	8,215
	Wk 41	3	197,801	17,816	14,993	13,092	14,272	12,726	12,726	23,756		24,116	10,010	0	21,413	15,072	0	13,136	0	1,887	2,786
	Wk 42	6	149,361	15,794	14,993	13,470	15,413	14,080	0	19,224		23,756	7,700	0	0	0	14,074	0	0	2,788	8,069
	Wk 43	5	157,838	15,794	14,603	13,568	15,413	12,726	15,258	23,936		0	0	0	0	16,022	9,532	11,388	0	3,534	6,064
Nov-25	Wk 44	3	195,226	15,794	0	13,371	14,272	0	15,456	19,224		23,782	10,010	8,242	20,160	17,292	13,800	13,136	0	2,504	8,183
	Wk 45	3	212,929	17,480	14,993	13,470	15,576	14,198	15,456	24,346		42,436	0	8,242	20,124	15,254	0	0	2,442	2,496	6,416
	Wk 46	1	231,338	17,816	14,993	13,169	14,272	14,220	14,080	24,116		24,116	11,010	8,242	21,413	14,806	13,386	15,536	0	4,636	5,527
	Wk 47	4	175,619	15,794	14,993	17,480	15,413	0	0	23,782		24,116	0	8,440	18,982	15,254	0	13,136	2,786	2,702	2,741
Dec-25	Wk 48	3	190,694	17,816	15,794	11,923	15,576	14,198	12,726	19,368		24,346	0	8,440	20,124	0	9,466	13,136	2,824	0	4,957
	Wk 49	2	194,683	15,794	15,413	13,102	15,576	14,080	15,258	24,116		16,196	0	8,242	21,413	14,812	0	15,464	2,713	2,504	0
	Wk 50	1	220,097	17,480	15,282	13,568	15,264	14,080	14,952	24,116		14,036	10,010	0	20,124	14,812	13,386	15,536	6,219	1,816	9,416
	Wk 51	3	191,013	17,480	14,993	13,169	0	14,080	15,258	19,224		18,500	0	9,115	20,119	15,254	14,074	13,136	2,433	0	4,178
	Wk 52	3	198,503	17,816	15,282	13,470	15,413	0	15,258	23,756		24,116	6,765	8,242	21,237	0	13,800	13,136	2,542	0	7,670
Jan-26	Wk 01	1	231,422	15,413	14,993	13,568	36,114	14,080	14,952	23,756		19,462	0	8,586	19,273	15,254	14,566	16,188	2,713	2,504	0
	Wk 02	3	209,118	17,816	15,794	13,568	13,050	14,080	14,078	23,656		19,462	8,548	0	20,124	15,254	14,074	16,188	0	0	3,426
	Wk 03	1	207,429	15,794	14,993	14,993	14,272	12,726	15,516	24,346		23,656	10,010	8,242	19,273	15,254	14,074	0	2,464	1,816	0
	Wk 04	1	227,720	15,794	15,413	13,092	14,036	14,080	15,258	23,936		24,346	8,548	15,248	21,413	15,254	14,074	14,402	2,826	0	0
Feb-26	Wk 05	0	222,792	15,794	14,993	13,470	15,264	12,726	14,952	24,346		24,116	10,010	8,242	20,124	16,022	9,532	13,136	5,610	2,788	1,667
	Wk 06	1	219,515	17,480	14,993	13,568	15,576	12,726	15,258	23,756		24,116	8,548	0	21,413	15,536	13,800	15,536	2,008	3,534	1,667
	Wk 07	4	180,331	17,816	14,603	13,371	13,798	12,726	0	23,756		23,782	10,010	9,115	20,124	15,254	0	0	4,211	0	1,765
	Wk 08	5	156,815	0	14,993	13,470	15,413	14,080	15,456	23,656		18,500	0	8,586	0	0	13,386	13,136	2,713	0	3,426
Ave. TEU			193,480	15,431	12,805	12,565	15,053	11,630	12,059	24,033	0	20,385	5,177	4,608	16,863	12,959	8,951	11,697	1,306	1,913	6,044

TBN Double Triple Blank



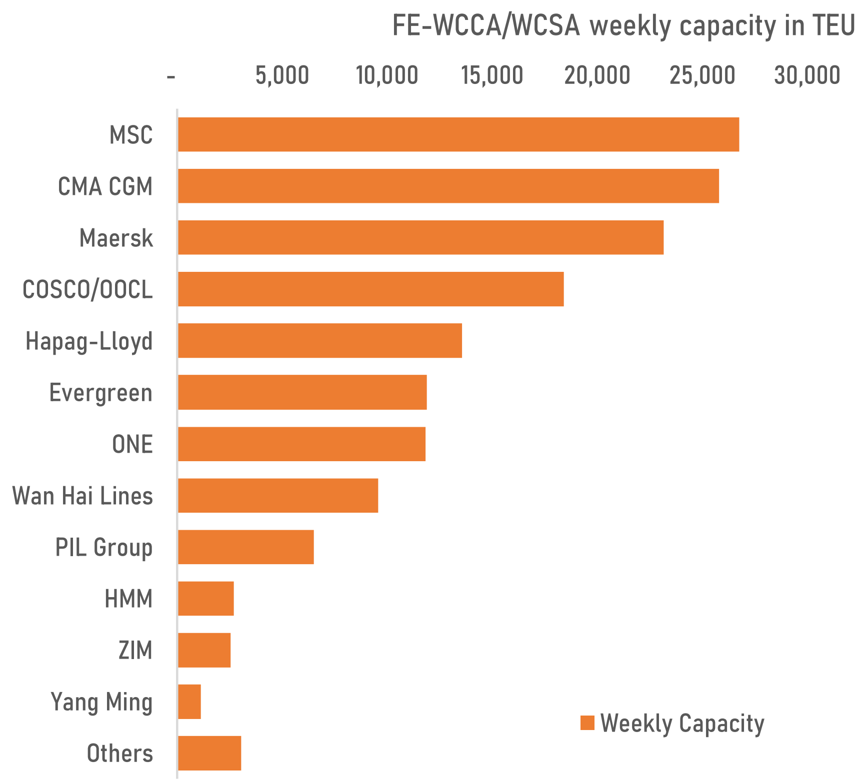


Note: Lighter blue bars are projections with the capacity based on the sailing schedule while the volume index a compound of the latest utilization and capacity.



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

	Weekly capacity (TEU)	Capacity share	Change YoY
MSC	26,764	17.0%	42.4%
CMA CGM	25,804	16.4%	0.0%
Maersk	23,171	14.8%	-7.8%
COSCO/OOCL	18,419	11.7%	14.3%
Hapag-Lloyd	13,564	8.6%	6.1%
Evergreen	11,897	7.6%	44.8%
ONE	11,833	7.5%	50.5%
Wan Hai Lines	9,575	6.1%	7.2%
PIL Group	6,522	4.2%	28.1%
HMM	2,711	1.7%	6.5%
ZIM	2,548	1.6%	-35.7%
Yang Ming	1,144	0.7%	-6.5%
Others	3,058	1.9%	NA
Total all carriers	157,010	100.0%	14.8%



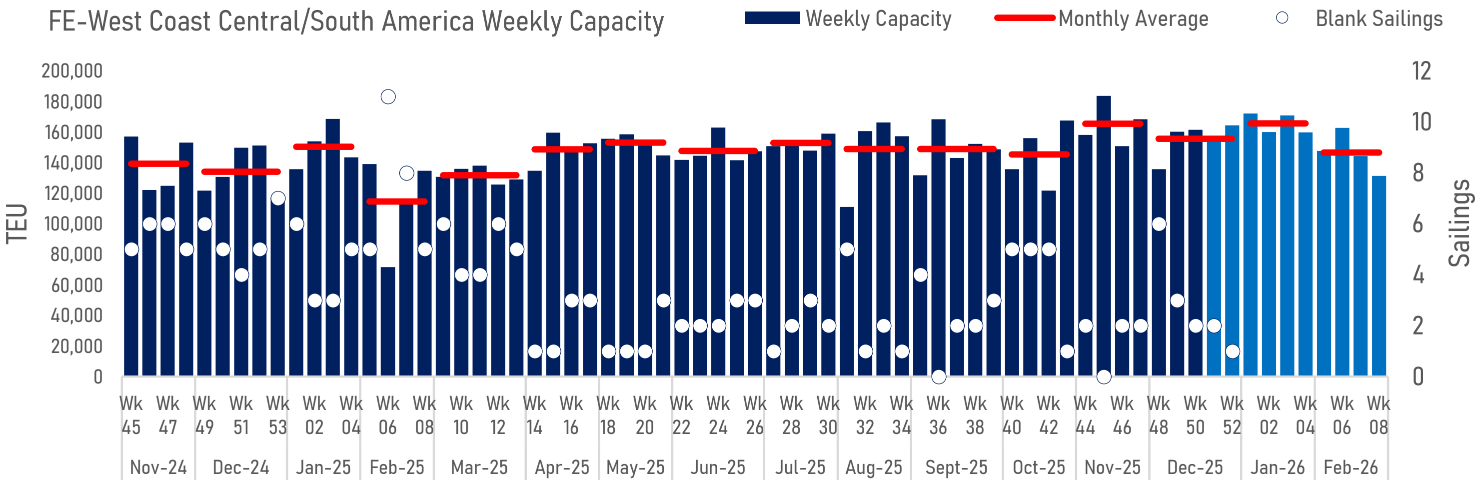
Weekly capacity is based on average of capacity deployed over the last 13 weeks. Does not include capacity on non-cellular ships.

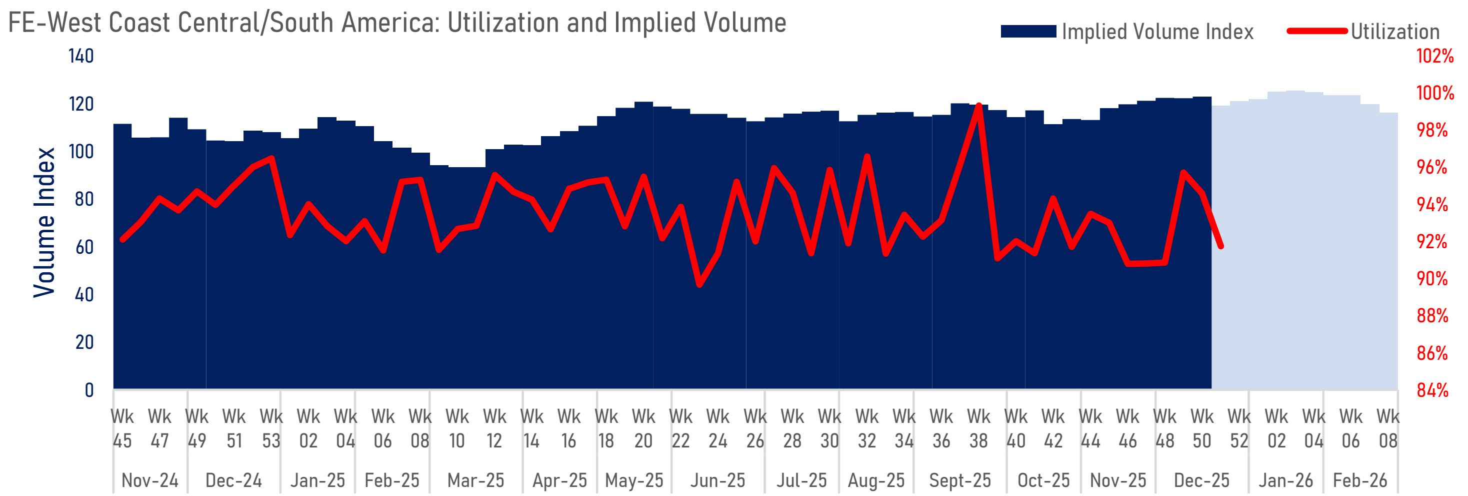
LINERLYTICA

Latin America Capacity Deployment Watch (FE-West Coast Central/South America)

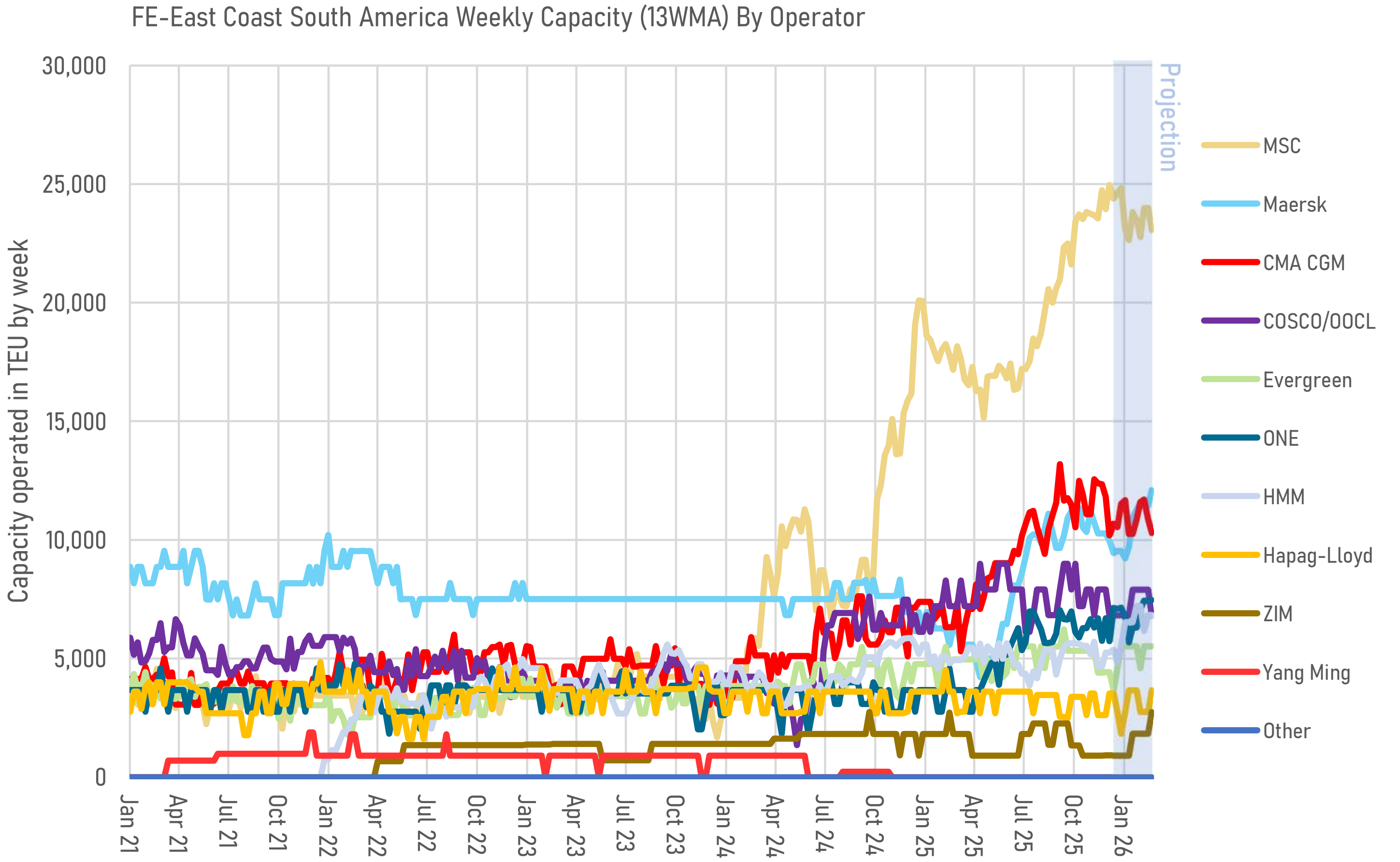
Alliance				CMA CGM	CMA CGM	CMA CGM / COSCO / OOCL / Hapag-Lloyd	OOCL / Evergreen / COSCO / YM	COSCO / OOCL	COSCO	HMM / ONE / Hapag-Lloyd / MSC		Maersk	Maersk	MSC	ONE / Hapag-Lloyd / HMM	Hapag-Lloyd / MSC / ONE	ONE / HMM	PIL / Wan Hai / YM	PIL / Evergreen / Wan Hai / COSCO	MSC		ZIM	ESL / KMTC & etc	FE-WCCA/WCSA
Service Name		No. of blanked sailings	Total TEU	M2X	WSA4	CAX1	WSA	WSA3	WSA5	AX3		AC2	AC3	MEXICAS	AX1	AX2	AX4	WS6	WSA2	Alpaca		ZAT	AMX	Other / Loader
Range																								
Latest Transit Time (Days)				16	24	15	#N/A	27	14	13		15	22	20	17	18	18	15	19	30		24	21	
May-25	Wk 18	1	155,649	15,254	9,448	10,642	9,466	9,092	6,030	13,280		13,092	9,640	8,100	13,312	13,828	5,023	6,350	13,092			0		0
	Wk 19	1	158,572	9,288	7,092	11,262	9,466	9,469	5,042	11,923		12,846	9,640	8,598	13,280	16,616	0	4,662	13,216			5,370	2,702	8,100
	Wk 20	1	152,845	15,254	7,418	11,388	9,532	9,572	8,468	8,750		13,568	9,640	13,042	0	10,010	4,253	6,030	10,036			4,250	3,534	8,100
	Wk 21	3	144,600	14,806	7,117	9,469	9,466	0	7,092	8,827		12,846	9,640	8,819	13,280	16,616	0	6,606	14,410			0	2,782	2,824
Jun-25	Wk 22	2	141,709	15,254	8,048	10,622	9,532	9,572	8,501	11,219		13,102	8,704	5,060	13,312	14,036	4,728	0	7,241			0	2,778	0
	Wk 23	2	144,538	14,806	9,326	6,874	9,466	0	5,668	10,081		12,846	8,850	8,208	10,010	16,616	0	5,610	13,458			5,370	7,349	0
	Wk 24	2	162,840	14,806	0	13,556	9,466	8,888	5,920	0		12,846	9,640	6,730	13,932	13,828	4,250	17,474	14,410			4,253	2,778	10,063
	Wk 25	3	141,604	14,806	7,418	9,572	9,532	0	10,036	13,280		12,846	9,643	0	13,312	16,616	5,023	4,662	0			4,253	2,598	8,007
	Wk 26	3	147,289	14,812	6,589	18,132	9,466	0	8,888	13,828		13,102	9,962	0	13,828	14,952	0	8,073	5,610			4,520	5,527	0
Jul-25	Wk 27	1	150,801	9,415	6,881	11,388	9,466	10,020	9,092	10,010		13,092	10,062	5,042	11,010	16,520	4,253	6,606	14,410			0	3,534	0
	Wk 28	2	153,053	15,254	9,971	1,284	9,532	8,533	6,030	10,010		13,102	11,294	5,908	13,312	15,934	0	7,241	13,458			0	2,782	9,408
	Wk 29	3	147,872	15,072	0	13,556	9,466	10,062	5,042	9,572		12,846	9,640	4,800	13,312	14,036	4,728	5,610	11,888			0	0	8,242
	Wk 30	2	158,964	15,072	7,377	9,580	9,466	19,154	8,468	10,010		12,846	9,640	0	13,312	16,520	0	4,662	13,092			5,370	4,395	0
Aug-25	Wk 31	5	111,002	0	7,418	15,254	9,532	9,469	0	0		13,568	9,640	6,039	13,312	0	4,250	6,350	13,216			0	2,954	0
	Wk 32	1	160,484	14,806	8,586	18,020	9,466	0	8,501	11,923		13,102	9,640	5,075	13,280	16,520	5,023	6,606	10,036			4,250	2,826	2,824
	Wk 33	2	166,155	15,254	9,326	10,622	9,532	9,572	5,668	8,750		12,846	8,704	14,856	13,280	16,616	0	5,610	21,651			0	3,868	0
	Wk 34	1	157,314	14,806	8,048	9,469	9,466	9,572	5,920	13,280		12,846	8,850	5,042	13,312	13,828	4,253	5,544	13,458			5,370	0	4,250
Sept-25	Wk 35	4	131,578	14,806	7,418	6,078	9,466	0	0	8,827		12,846	9,640	0	13,932	16,616	0	4,662	13,458			4,253	2,782	6,794
	Wk 36	0	168,426	14,806	6,589	13,136	9,532	10,036	8,888	10,010		13,102	9,962	8,463	13,932	16,464	4,728	5,551	14,410			4,258	2,778	1,781
	Wk 37	2	143,057	14,812	6,881	3,459	9,466	0	9,092	10,010		13,102	9,962	5,908	13,312	10,010	4,728	8,073	13,458			0	4,395	6,389
	Wk 38	2	152,219	15,072	8,721	9,572	9,466	10,020	6,030	13,280		13,092	10,062	6,644	13,828	16,616	4,250	6,606	0			0	4,710	4,250
	Wk 39	3	148,614	15,254	9,365	14,402	9,532	0	8,533	10,010		0	13,568	5,711	11,010	13,828	5,023	7,241	13,458	4,600		0	2,826	4,253
Oct-25	Wk 40	5	135,588	14,806	0	7,092	11,888	8,888	0	13,828		13,102	9,640	0	13,312	16,616	0	5,610	11,888	5,050		0	3,868	0
	Wk 41	5	155,912	15,254	0	14,402	0	9,469	9,469	10,010		12,846	9,640	16,616	13,312	14,952	0	0	13,092	11,480		5,370	0	0
	Wk 42	5	121,686	0	9,365	0	9,532	9,092	8,468	11,400		13,568	9,640	0	13,312	0	4,432	4,662	13,216	12,217		0	2,782	0
	Wk 43	1	167,594	14,402	7,377	15,254	9,466	10,062	5,920	10,010		12,846	9,640	0	13,312	16,520	4,728	6,350	10,036	9,128		5,370	7,173	0
Nov-25	Wk 44	2	158,162	15,254	7,418	9,580	12,118	10,062	0	0		13,102	9,472	5,770	13,280	15,934	4,728	8,350	14,410	11,480		4,250	2,954	0
	Wk 45	0	183,668	14,806	8,048	21,564	9,532	9,469	5,095	11,923		12,846	8,850	5,711	13,280	16,520	4,250	7,241	11,923	12,217		4,253	2,826	3,314
	Wk 46	2	150,801	8,586	9,971	6,014	9,466	8,501	8,888	10,010		12,846	12,846	5,060	13,312	16,616	0	8,214	0	8,100		4,253	3,868	4,250
	Wk 47	2	168,366	11,262	9,326	14,806	0	9,092	5,816	10,010		13,102	9,030	6,644	13,932	16,520	5,023	5,551	13,458	9,411		5,370	0	10,013
Dec-25	Wk 48	6	135,679	5,920	6,589	0	0	9,572	0	13,280		13,102	9,549	0	13,932	16,616	0	4,662	14,410	11,480		0	2,782	13,785
	Wk 49	3	160,122	15,072	10,622	9,469	9,466	0	10,036	10,010		13,092	10,062	0	13,312	13,828	0	6,606	26,916	4,600		4,253	2,778	0
	Wk 50	2	161,330	14,806	9,365	14,806	9,466	8,533	0	10,010		13,102	9,030	5,042	13,828	16,616	5,023	6,606	11,888	8,814		0	4,395	0
	Wk 51	2	155,947	13,136	0	15,483	9,532	9,469	5,668	13,280		12,846	9,962	5,770	11,010	10,010	4,728	7,241	13,458	11,400		0	2,954	0
	Wk 52	1	164,443	13,830	7,377	9,572	11,888	9,469	8,468	13,828		13,568	9,640	5,060	13,312	16,464	4,728	5,610	13,092	5,711		0	2,826	0
Jan-26	Wk 01	0	172,182	13,136	9,365	15,254	9,532	8,888	5,920	13,932		12,846	9,640	5,089	13,312	16,616	4,250	4,662	13,216	8,400		4,256	3,868	0
	Wk 02	1	159,971	5,920	10,642	14,402	9,466	10,020	9,092	10,010		13,102	9,640	4,651	13,312	13,828	5,023	11,923	10,036	3,534		5,370	0	0
	Wk 03	2	170,885	10,642	9,365	14,812	12,118	10,062	5,095	11,400		12,846	9,472	0	13,312	16,616	0	6,606	14,410	17,089		4,258	2,782	0
	Wk 04	1	159,788	13,136	9,326	9,580	9,532	10,062	0	10,010		12,846	8,850	6,644	13,280	14,952	3,158	7,241	11,923	12,217		4,253	2,778	0
Feb-26	Wk 05	2	147,497	11,040	9,971	14,806	9,466	8,888	5,816	0		13,102	12,846	4,112	13,280	0	5,023	8,214	13,458	8,827		4,253	4,395	0
	Wk 06	1	162,731	13,136	6,589	14,806	9,466	8,501	0	11,923		13,102	9,030	5,042	13,312	16,520	4,728	5,551	14,410	9,411		4,250	2,954	0
	Wk 07	2	144,266	11,262	10,622	0	9,532	0	10,036	10,010		13,092	9,549	5,770	13,932	15,934	4,728	4,662	13,458	4,600		4,253	2,826	0
	Wk 08	5	131,280	10,034	0	14,806	0	9,572	0	10,010		13,102	10,062	5,060	13,932	16,520	4,250	6,606	13,458	0		0	3,868	0
Ave. TEU			153,826	12,346	7,397	10,535	7,687	7,905	5,250	10,291	0	12,050	10,079	4,400	13,305	14,706	2,881	5,977	11,900	8,352	0	2,548	3,151	3,067

TBN | Double | Triple | Blank



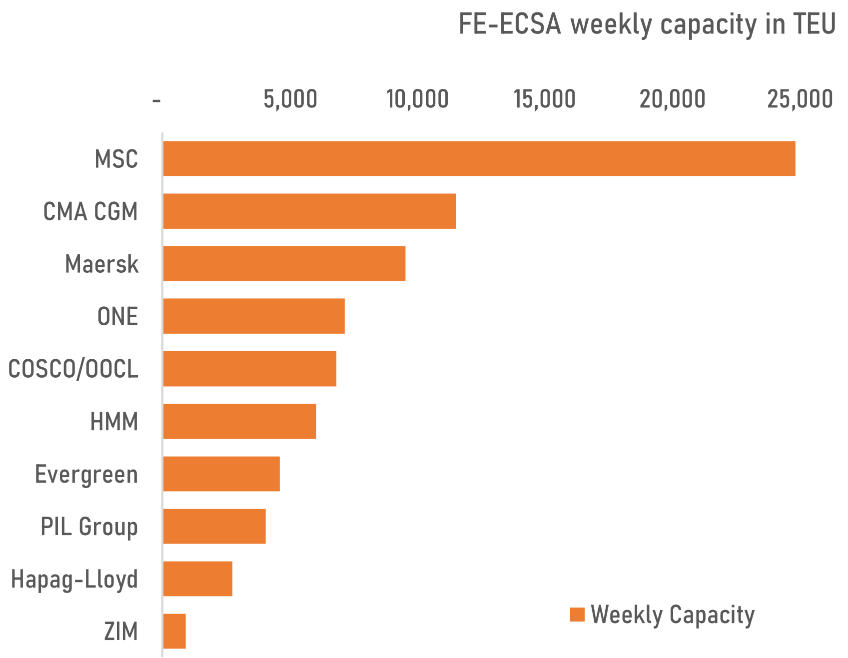


Note: Lighter blue bars are projections with the capacity based on the sailing schedule while the volume index a compound of the latest utilization and capacity.



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

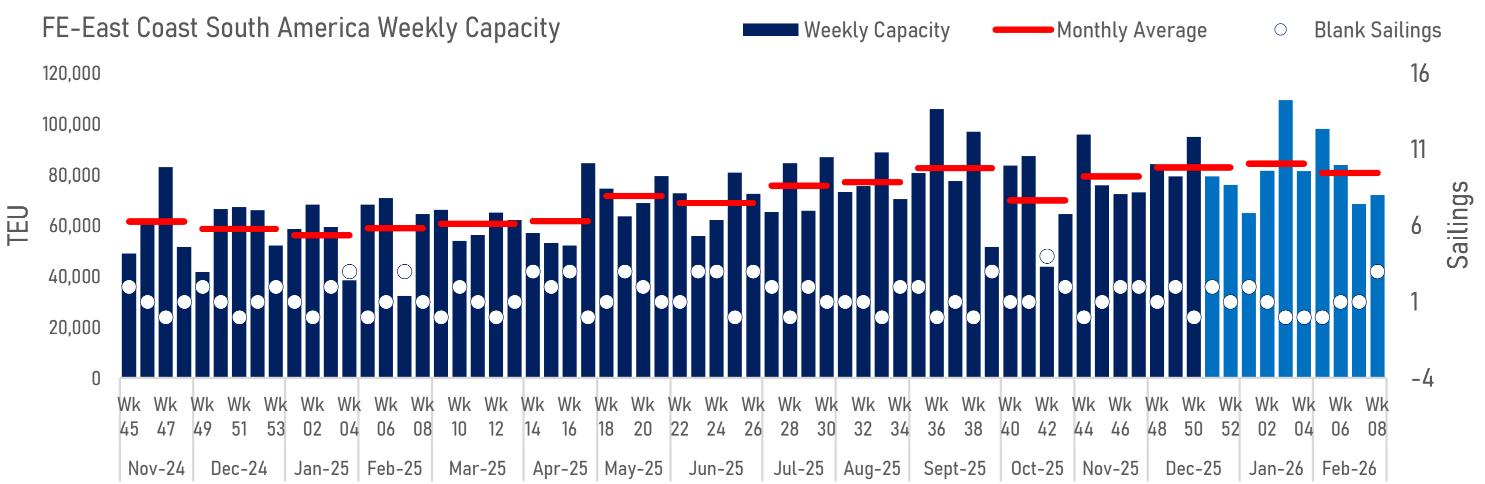
	Weekly capacity (TEU)	Capacity share	Change YoY
MSC	24,822	31.7%	19.4%
CMA CGM	11,515	14.7%	56.0%
Maersk	9,538	12.2%	52.2%
ONE	7,148	9.1%	159.8%
COSCO/OOCL	6,822	8.7%	11.4%
HMM	6,039	7.7%	16.3%
Evergreen	4,608	5.9%	-3.1%
PIL Group	4,051	5.2%	-5.6%
Hapag-Lloyd	2,751	3.5%	-23.6%
ZIM	917	1.2%	1.8%
Total all carriers	78,210	100.0%	26.0%

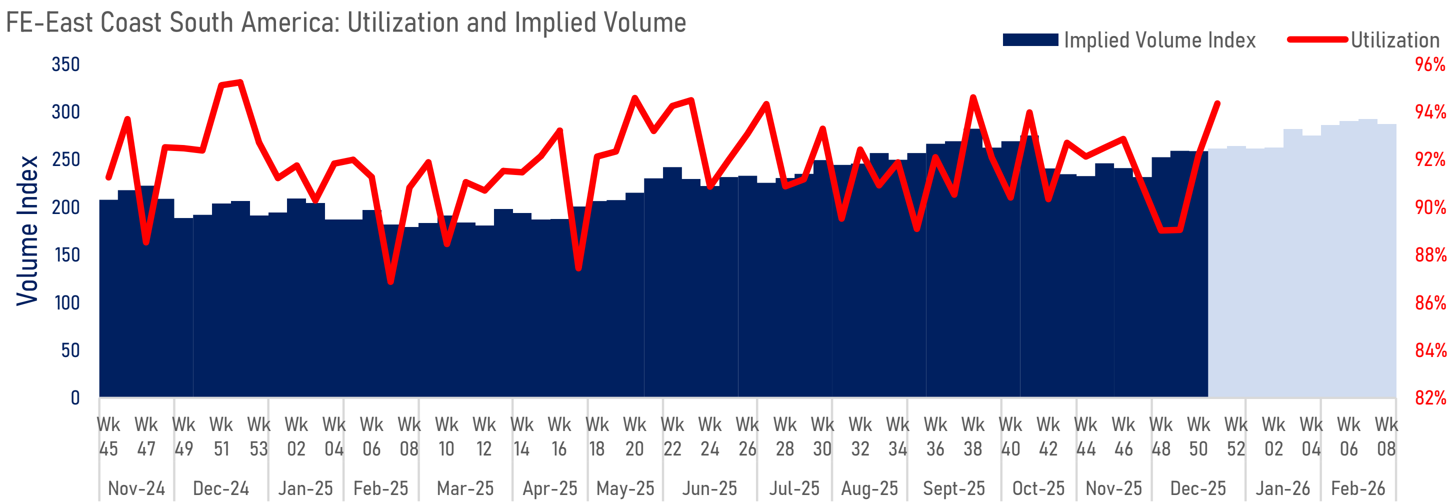


Weekly capacity is based on average of capacity deployed over the last 13 weeks. Does not include capacity on non-cellular ships.

Alliance				CMA CGM / COSCO / OOCL / Evergreen / YM / PIL	Evergreen / CMA CGM / COSCO / PIL / YM	CMA CGM / Maersk	Maersk / ZIM	HMM	HMM/ONE	MSC / Hapag-Lloyd / ONE	MSC	MSC	
Service Name		No. of blanked sailings	Total TEU	SEAS2 / ESA2 / TLA2 / ESA3 / SA5 / ES2	SEAS / ESA / SA2 / TLA1 / ES1 / SA3	SEAS3 / ASAS2	NEOASAS / ASE	FIL	FL2/SX2	Ipanema / SX1 / AS2 / ASAS2	CARIOCA	Santana	Other / Extra Loader
Range													FE-ECSA
Latest Transit Time (Days)				21	20	30	28	31	26	26	25	39	
May-25	Wk 18	1	74,523	13,264	11,923	7,377	10,589	4,728	5,014	12,217	9,411	0	0
	Wk 19	3	63,549	14,100	11,888	7,377	8,850	0	0	11,923	9,411	0	0
	Wk 20	2	68,900	14,100	0	8,466	11,714	8,566	4,728	11,923	9,403	0	0
	Wk 21	1	79,444	14,100	11,888	8,194	10,589	0	4,520	11,923	8,827	9,403	0
Jun-25	Wk 22	1	72,625	13,264	12,118	0	8,850	8,566	5,023	11,568	7,872	5,364	0
	Wk 23	3	55,857	0	11,888	0	10,589	0	4,538	11,923	8,100	8,819	0
	Wk 24	3	62,171	13,264	14,410	6,758	10,600	0	4,922	12,217	0	0	0
	Wk 25	0	80,829	13,264	11,888	8,048	10,500	5,023	5,014	11,037	9,411	6,644	0
	Wk 26	3	72,531	14,100	10,034	6,788	11,923	0	0	0	20,046	9,640	0
Jul-25	Wk 27	2	65,360	13,264	11,923	6,552	8,850	0	4,380	11,923	8,468	0	0
	Wk 28	0	84,457	14,100	9,092	6,350	10,600	5,023	4,922	11,923	8,411	14,036	0
	Wk 29	2	65,820	0	9,092	7,377	16,242	7,700	4,888	11,923	8,598	0	0
	Wk 30	1	86,889	14,100	11,923	10,926	8,850	0	4,728	10,010	10,776	15,576	0
Aug-25	Wk 31	1	73,270	13,264	11,888	5,920	0	8,566	4,728	10,776	11,480	6,648	0
	Wk 32	1	75,533	14,100	11,923	6,350	10,589	6,800	4,520	12,217	0	9,034	0
	Wk 33	0	88,793	13,264	11,888	5,920	10,589	8,566	5,023	11,923	12,217	9,403	0
	Wk 34	2	70,382	14,100	11,888	7,831	8,850	0	5,014	11,923	10,776	0	0
Sept-25	Wk 35	2	80,762	13,264	11,888	6,758	11,714	0	4,538	0	22,960	9,640	0
	Wk 36	0	105,893	27,364	12,118	8,048	10,589	8,566	5,466	11,923	8,819	13,000	0
	Wk 37	1	77,506	14,100	9,466	6,788	10,589	6,765	0	11,568	8,819	9,411	0
	Wk 38	0	96,916	13,264	14,410	9,288	20,049	6,765	4,922	10,100	8,478	9,640	0
	Wk 39	3	51,677	0	0	6,552	10,600	0	4,380	11,923	9,403	8,819	0
Oct-25	Wk 40	1	83,567	14,100	14,410	7,377	10,589	0	5,014	11,037	11,400	9,640	0
	Wk 41	1	87,398	13,264	10,034	8,488	10,600	0	4,728	13,932	11,400	14,952	0
	Wk 42	4	43,839	0	9,092	0	0	6,765	0	10,010	9,572	8,400	0
	Wk 43	2	64,418	14,100	9,092	6,350	0	0	4,728	11,923	9,411	8,814	0
Nov-25	Wk 44	0	95,746	13,264	11,888	6,673	10,600	8,566	4,888	11,923	11,480	16,464	0
	Wk 45	1	75,840	13,264	11,923	6,014	10,589	8,548	5,023	0	8,819	11,660	0
	Wk 46	2	72,362	14,100	11,923	10,926	10,589	0	5,014	10,776	9,034	0	0
	Wk 47	2	73,047	14,100	11,888	7,418	8,850	0	4,538	12,217	0	14,036	0
Dec-25	Wk 48	1	84,130	13,264	12,118	0	11,923	7,700	4,922	11,923	9,178	13,102	0
	Wk 49	2	79,330	0	12,118	6,788	0	8,566	4,922	11,923	8,819	26,194	0
	Wk 50	0	94,966	14,100	14,410	6,552	10,589	8,548	4,432	13,932	9,403	13,000	0
	Wk 51	2	79,306	13,264	11,888	7,377	21,189	0	4,380	0	11,568	9,640	0
	Wk 52	1	75,987	13,264	11,888	5,920	10,589	8,566	5,014	11,568	9,178	0	0
Jan-26	Wk 01	2	64,879	14,100	9,448	6,492	0	8,548	4,728	11,923	0	9,640	0
	Wk 02	1	81,591	13,264	14,410	6,350	10,500	0	4,728	11,923	10,776	9,640	0
	Wk 03	0	109,463	14,100	9,092	6,673	21,472	6,765	4,250	13,932	8,819	24,360	0
	Wk 04	0	81,407	14,100	9,092	8,048	10,589	8,566	5,023	11,037	0	14,952	0
Feb-26	Wk 05	0	98,042	13,264	11,923	9,472	21,200	8,548	5,014	10,010	9,411	9,200	0
	Wk 06	1	83,812	13,264	11,888	7,418	10,589	0	4,538	10,776	8,819	16,520	0
	Wk 07	1	68,499	14,100	11,923	0	8,850	8,566	4,922	0	8,478	11,660	0
	Wk 08	3	72,069	0	11,888	6,788	22,512	0	4,922	11,923	0	14,036	0
Ave. TEU			77,172	10,525	11,024	6,340	8,844	4,266	4,424	10,894	8,954	11,902	0

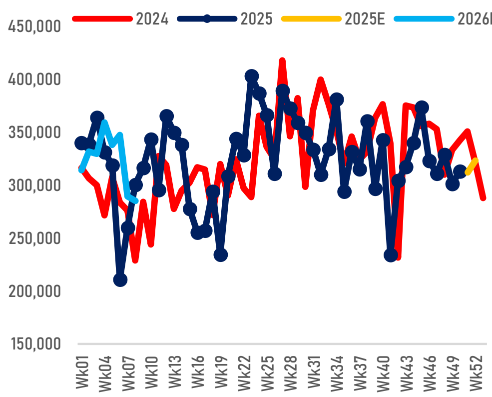
TBN | Double | Triple | Blank



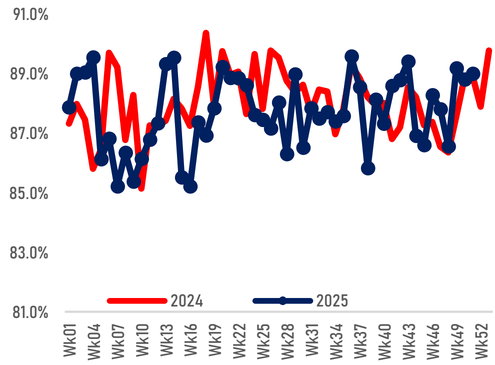


Note: Lighter blue bars are projections with the capacity based on the sailing schedule while the volume index a compound of the latest utilization and capacity.

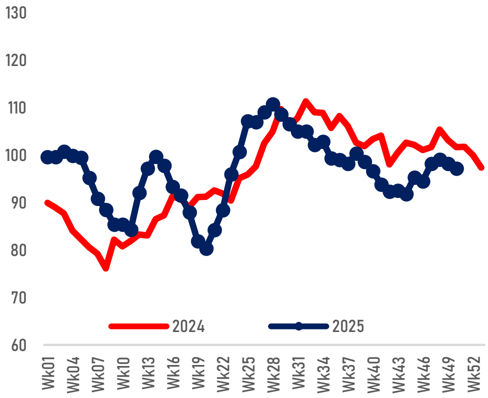
FE-WCNA Capacity By Week



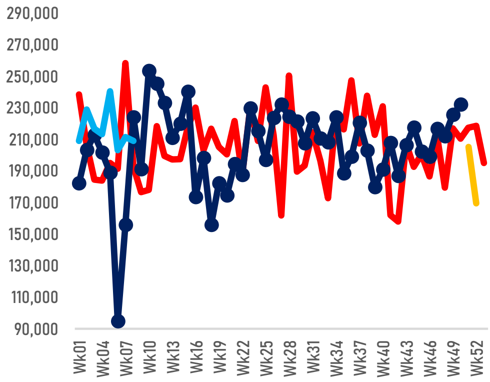
FE-WCNA Utilization



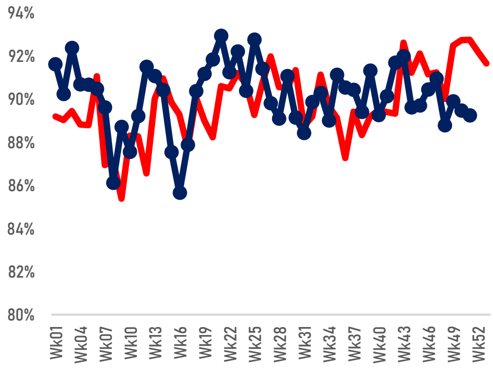
FE-WCNA Volume Index (2021 WK01=100)



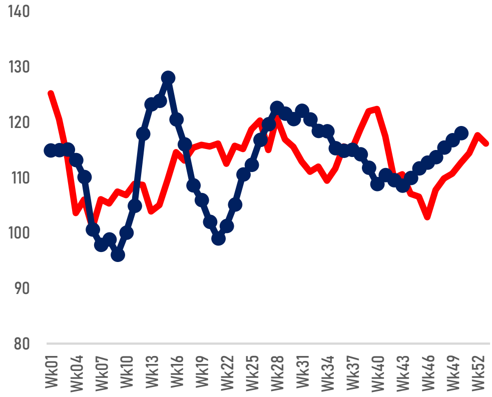
FE-ECNA Capacity By Week



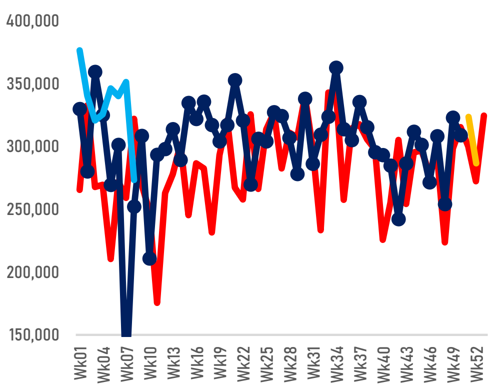
FE-ECNA Utilization



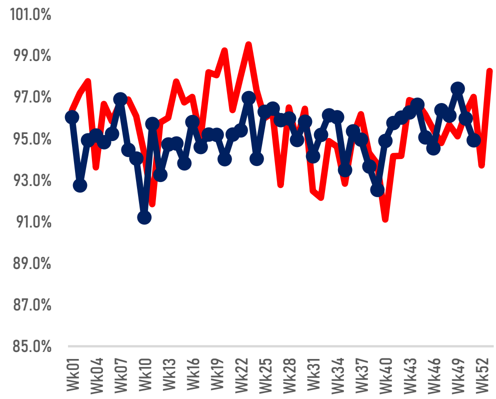
FE-ECNA Volume Index (2021 WK01=100)



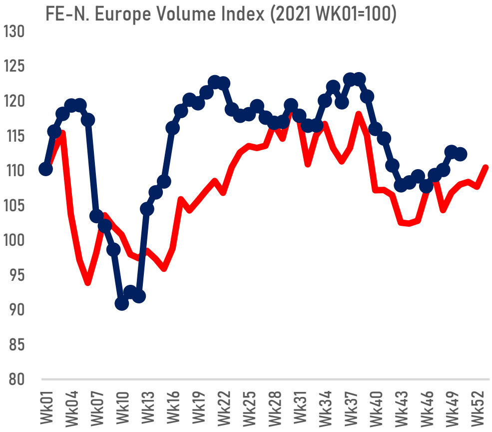
FE-N. Europe Capacity By Week



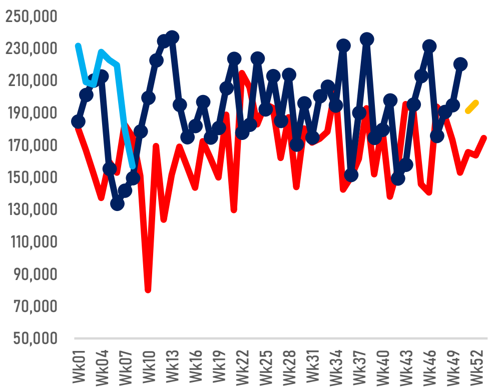
FE-N. Europe Utilization



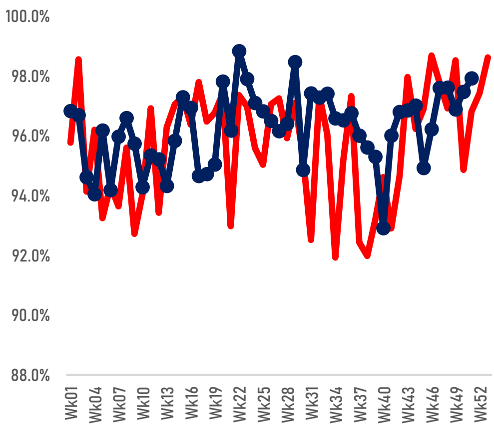
FE-N. Europe Volume Index (2021 WK01=100)



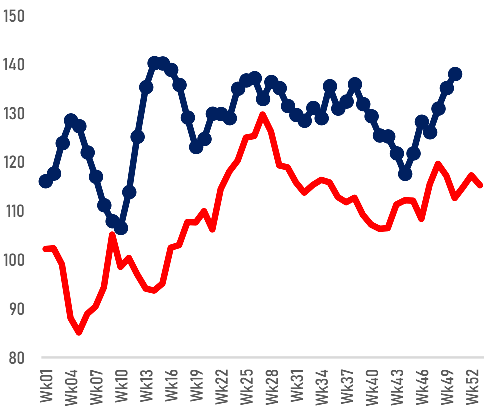
FE-Med Capacity By Week



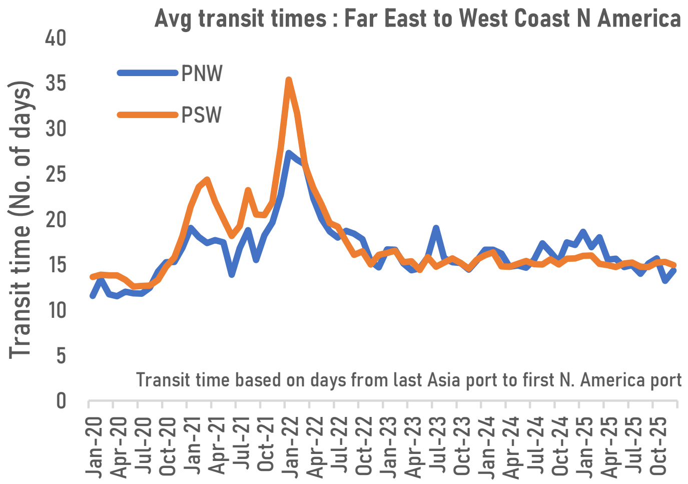
FE-Med Utilization

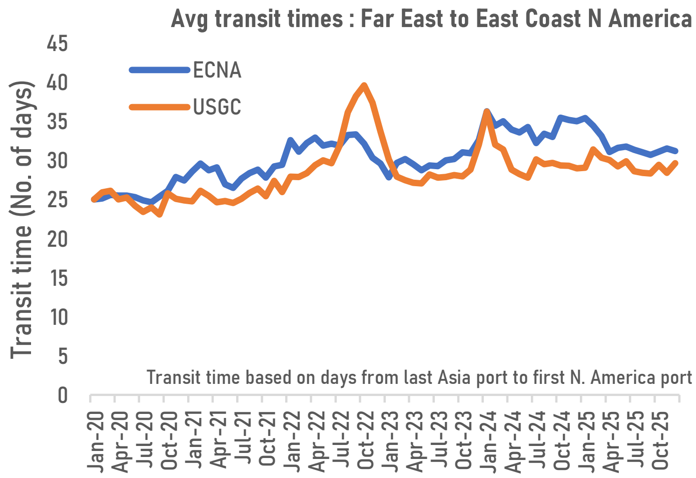


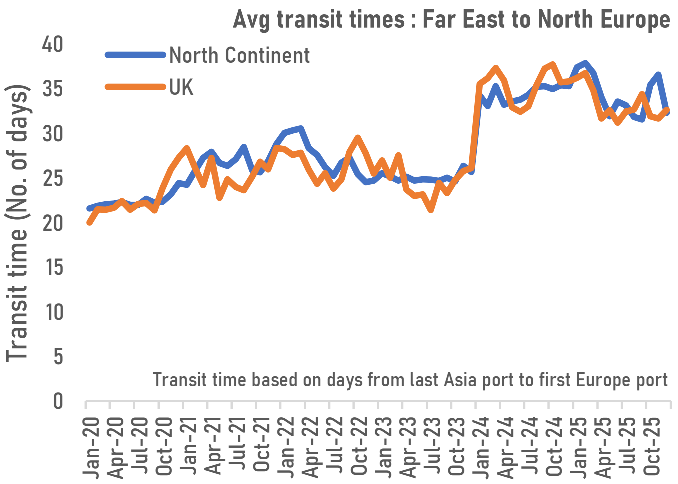
FE-Med Volume Index (2021 WK01=100)

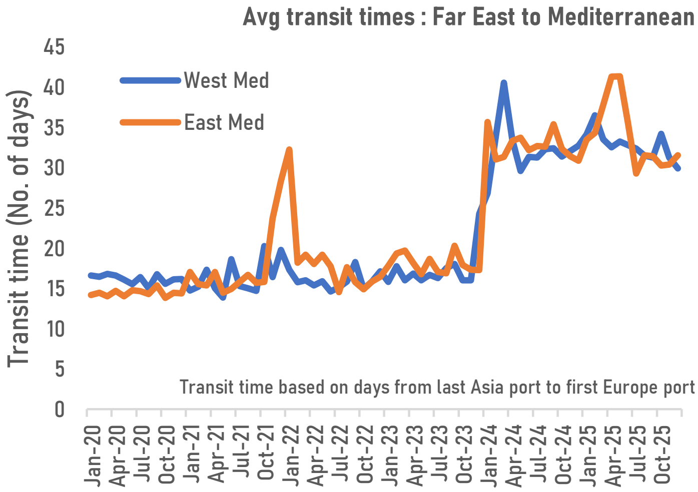


Note: (1) The weeks in x-axis are based on capacity by schedule departure week from last Far East port. (2) The utilisation figures are derived from cargo weight and may differ from TEU capacity utilisation. (3) The Volume Index is on 6-week moving average. (4) Preliminary utilization data cover up to last week but the capacity and implied volume cover only up to the week before. (4) The grouping of ships to a week has been changed from based on the actual departure to a grouping consistent with our grouping in weekly capacity.









	27 Dec-25	20 Dec-25	WoW	Nov-25	MoM	Dec-24	YoY	FY2024	FY2023	FY2022
PNW										
Prince Rupert	13.6	13.6	0%	12.6	8%	14.4	-5%	14	14	18
Seattle	1.0	5.4	-81%	5.8	-83%	12.9	-92%	15	15	18
Tacoma	14.3	14.4	0%	12.8	12%	20.9	-31%	18	17	20
Vancouver (BC)	15.9	15.3	4%	14.7	8%	19.1	-17%	17	17	26
PSW										
Long Beach	14.9	14.9	0%	15.7	-5%	15.8	-6%	15	16	22
Los Angeles	15.7	15.6	1%	15.7	0%	16.0	-2%	16	16	23
ECNA										
Baltimore	NA	NA	NA	NA	NA	39.5	NA	39	36	30
Charleston	29.4	29.0	1%	31.4	-6%	36.9	-20%	33	32	31
Halifax	36.1	34.3	5%	34.9	3%	38.3	-6%	37	29	27
New York	30.8	30.8	0%	31.2	-1%	35.5	-13%	34	29	35
Savannah	31.5	31.0	2%	31.7	-1%	32.3	-2%	35	30	32
USGC										
Houston	29.7	29.9	-1%	28.4	5%	28.4	4%	30	28	32
West Med										
Marsaxlokk	NA	NA	NA	0.0	NA	0.0	NA	27	16	16
East Med										
Piraeus	31.6	32.3	-2%	30.3	4%	30.6	3%	32	18	18
North Europe										
Antwerp	35.4	36.2	NA	30.3	17%	34.5	3%	36	26	27
Bremerhaven	NA	NA	NA	0.0	NA	31.0	NA	32	24	26
Le Havre	29.2	28.7	2%	28.5	3%	30.7	-5%	29	28	28
Rotterdam	33.8	35.1	-4%	40.0	-16%	36.4	-7%	35	24	27
UK										
Felixstowe	32.9	32.8	0%	32.6	1%	34.7	-5%	34	23	25
Southampton	34.6	34.6	0%	33.5	3%	37.5	-8%	38	28	29

Note: The table only shows the arrival ports that have data every week while the charts cover the average transit time for all arrival ports of a trade.

Greta Shipping adds Red Sea 1 (RS1) service

Greta Shipping will launch a new Red Sea 1 (RS1) service connecting Salalah, Djibouti, Salalah from 3 January 2026. The service will operate weekly initially using the 1,030 teu BHAGYA LAXMI for 3 weeks and is scheduled to be replaced by the 1,730 teu GRETA STAR from 24 January 2026.

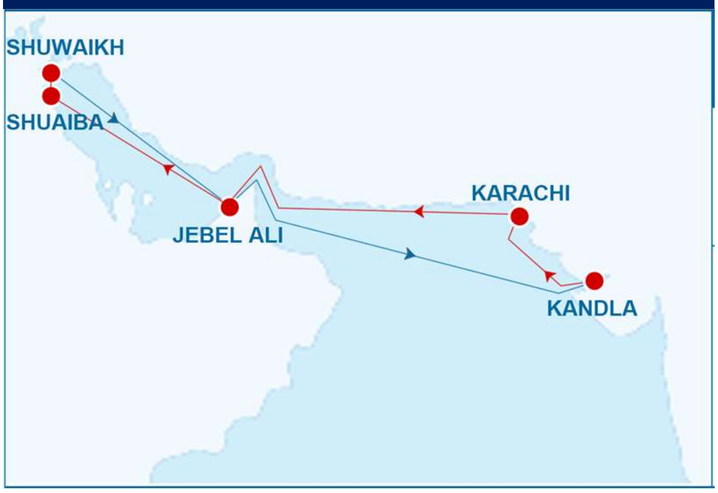
Greta Shipping add China-Gulf Express 1 (CGX1) service with connections to revised Kuwait Feeder Service (KWF)

Greta Shipping has launched a new China-Gulf Express 1 (CGX1) service connecting Qingdao, Ningbo, Jebel Ali, Qingdao from 24 December 2025. The service is scheduled to turn in 42 days using a single ship, the 1,831 teu CSTAR VOYAGER.

The service will connect at Jebel Ali on its new Kuwait Feeder Service (KWF) that is operated jointly with Hapag-Lloyd, replacing its former Jebel Ali-Karachi Express (JKX) service from 15 December 2025. The new KWF calls at Jebel Ali, Shuaiba, Shuwaikh, Jebel Ali, Kandla, Karachi, Jebel Ali turning in 3 weeks using the 2,444 teu HUI FA from Greta Shipping and the 2,546 teu SPECTRUM N and 2,764 teu TSS AMBER operated by Hapag-Lloyd.

China Gulf Express 1

Kuwait Feeder Service



ASL and CUL adds new Bangkok Thailand Express 2 (BTX2) / New SCT Express (NSX) service

Asean Seas Line (ASL) and China United Lines (CUL) have launched a new intra-Asia service calling at Nansha, Shekou, Laem Chabang, Bangkok (PAT & Sahathai), Laem Chabang, Nansha from 28 December 2025.

The service is branded by ASL and CUL respectively as the Bangkok Thailand Express 2 (BTX2) and New SCT Express (NSX) and turns in 2 weeks using the 1,781 teu ASL HAIPHONG and 1,930 teu CUL LAEM CHABANG.

CMA CGM adds Motagua Express service

CMA CGM has added a new South American feeder service branded as the Motagua Express calling at Kingston, Puerto Cortes, Puerto Barrios, Pointe a Pitre, Kingston from 31 December 2025. The service turns in 3 weeks and deploys the 1,740 teu PERITO MORENO, 1,841 teu CMA CGM BALBOA and 1,341 teu LM ARES.

HMM splits Intra Cross Network (ICN) butterfly loop into separate Korea Vietnam Express (KVX) and Korea Indonesia Service (KIS)

HMM will revive the former Korea Vietnam Express (KVX) and add a new Korea Indonesia Service (KIS) to replace its current Intra Cross Network (ICN) butterfly service.

The new KVX will call at Busan, Shanghai, Ningbo, Ho Chi Minh City, Sihanoukville, Laem Chabang, Singapore, Ho Chi Minh City, Busan using 4 ships of 1,800 teu on a weekly frequency starting with the 1,875 teu HMM HARMONY at Busan on 30 December 2025.

The KIS will call at Incheon, Busan, Shanghai, Ningbo, Jakarta, Surabaya, Incheon using 4 ships of 2,400 teu on a weekly frequency starting with the 2,478 teu HMM CEBU at Incheon on 3 January 2025.

The 2 services will replace HMM's current ICN service that calls at Busan, Shanghai, Jakarta, Surabaya, Busan, Shanghai, Ningbo, Ho Chi Minh City, Sihanoukville, Laem Chabang, Singapore, Ho Chi Minh City, Incheon, Busan. The 6 ships deployed on the ICN will be redeployed on the 2 new services with 2 additional ships to be added.

Korea Vietnam Express

Korea Indonesia Service

Summary of new service launches

Service Name	Operator	Route	Rotation	Ships deployed	Launch Date
Cheetah service	MSC	FE-ISC	Singapore, Colombo, Beira, Nacala, Singapore	5 x 2,500 teu	3 Nov 2025
BAX-EMED Express service	Sea Legend	FE-MED	Qingdao, Shanghai, Ningbo, Nansha, Port Said, Thessaloniki, Ambarli, Gebze, Burgas, Constanta and Koper	9 x 1,300-4,000 teu	7 Nov 2025
Sharjah Jebel Ali X-Press (SJX)	X-Press	Intra-ME/ISC	Jebel Ali, Sharjah, Jebel Ali, Bahrain, Jebel Ali	1 x 1,645 teu	7 Nov 2025
Karachi Gulf Sohar X-Press (KGS)	X-Press	Intra-ME/ISC	Jebel Ali, Sohar, Karachi, Port Qasim, Sohar, Abu Dhabi, Jebel Ali	2 x 4,350 teu	8 Nov 2025
VTX8 service	SITC	NEA-SEA	Shanghai, Osaka, Kobe, Tokuyama Kudamatsu, Shanghai, Ningbo, Sihanoukville, Bangkok, Laem Chabang, Bangkok, Shanghai	4 x 900-1,000 teu	9 Nov 2025
Kaliningrad-St Petersburg service	Baltic Gulf Line		Kaliningrad, St Petersburg, Kaliningrad	1 x 518 teu	10 Nov 2025
North Colombia X-Press (NCX) service	X-Press	Intra-Centram	Manzanillo (PA), Cartagena, Santa Marta, Barranquilla, Cartagena, Manzanillo (PA), Barranquilla, Manzanillo (PA)	2 x 974-1,114 teu	12 Nov 2025
Red Sea China Service (RCS/RCR/RCX)	GFS / RCL / TS Lines	FE-Red Sea	Shanghai, Qingdao, Nansha, Shekou, Jeddah, Sokhna, Aqaba, Jeddah, Shanghai	4 x 2,700-3,500 teu	14 Nov 2025
Atlas service	DP World	N.EUR-MED	Agadir, London Gateway, Antwerp, Casablanca, Agadir	2 x 990 teu	17 Nov 2025
JMX2 service	CMA CGM	Intra-ME/ISC	Abu Dhabi, Dammam, Shuaiba, Bahrain, Abu Dhabi	1 x 2,202 teu	19 Nov 2025
South China Thailand (CST) service	CU Line	NEA-SEA	Nansha, Shekou, Laem Chabang, Bangkok, Laem Chabang, Nansha	2 x 1,056-1,930 teu	4 Dec 2025
South China-Vietnam-Thailand (SVT) service	TS Lines / Interasia	NEA-SEA	Nansha, Shekou, Ho Chi Minh City, Bangkok, Laem Chabang, Nansha	2 x 1,756-1,781 teu	10 Dec 2025
Kuwait Feeder Service (KWF)	Greta	Intra-ME/ISC	Jebel Ali, Shuaiba, Shuwaikh, Jebel Ali, Kandla, Karachi, Jebel Ali	3 x 2,500 teu	15 Dec 2025
Palmyra Shuttle service	CMA CGM	Intra-MED	Beirut, Lattakia, Alexandria/Port Said, Beirut	1 x 1,208 teu	22 Dec 2025
Thailand Vietnam India EC (TVI)	CMA CFM	FE-ISC	Laem Chabang, Cai Mep, Singapore, Port Klang, Chennai, Colombo, Laem Chabang	4 x 1,700-2,800 teu	23 Dec 2025
China-Gulf Express 1 (CGX1) service	Greta	FE-ME	Qingdao, Ningbo, Jebel Ali, Qingdao	1 x 1,831 teu	24 Dec 2025
Bangkok Thailand Express 2 (BTX2) / New SCT Express (NSX) service	Asean Asia / CU Line	NEA-SEA	Nansha, Shekou, Laem Chabang, Bangkok (PAT & Sahathai), Laem Chabang, Nansha	2 x 1,781-1,930 teu	28 Dec 2025
Motagua Express service	CMA CGM	SAM Local	Kingston, Puerto Cortes, Puerto Barrios, Pointe a Pitre, Kingston	3 x 1,350-1,850 teu	31 Dec 2025
Ningbo Philippines Express 2 (NPX2)/China Philippines Express (NP2)	ASL / CU Line	NEA-SEA	Qingdao, Rizhao (ASL ship only), Shanghai, Xiamen, Manila (South), Qingdao	2 x 1,700 teu	1 Jan 2026
Red Sea 1 (RS1) service	Greta	ME/ISC-Red Sea	Salalah, Djibouti, Salalah	2 x 1,030-1,730 teu	3 Jan 2026
China Vietnam Express 8 (CV8) service	CNC	NEA-SEA	Shanghai, Ho Chi Minh City, Shanghai	2 x 2,954 teu	9 Jan 2026
Eagle Service	MSC	AM-ANZ	Philadelphia, Savannah, Freeport, Balboa, Papeete, Auckland, Sydney, Melbourne, Brisbane, Tauranga, Balboa, Cristobal, Philadelphia	TBD	Feb 2026