

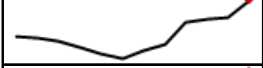

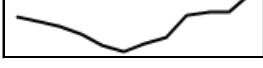











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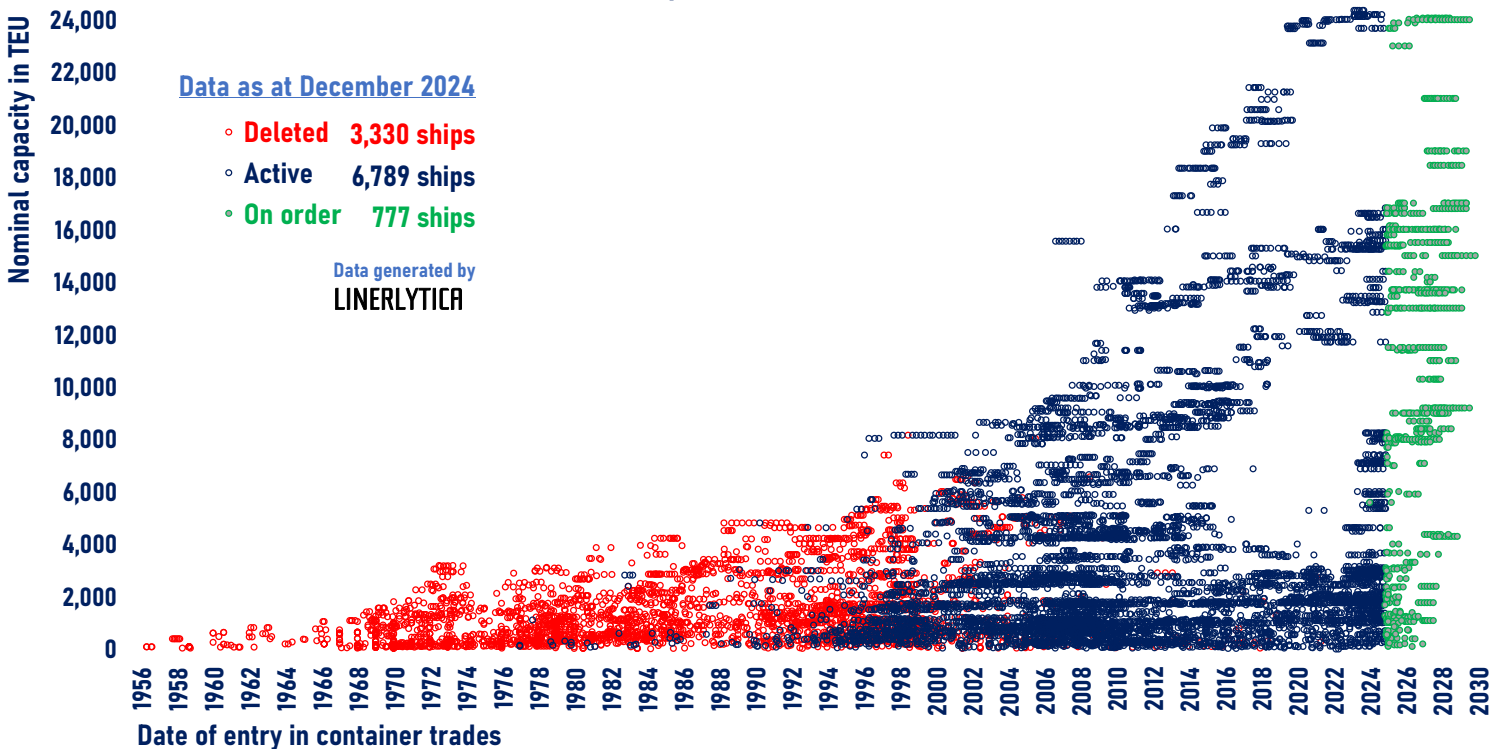
Monthly Pulse - 2024 December

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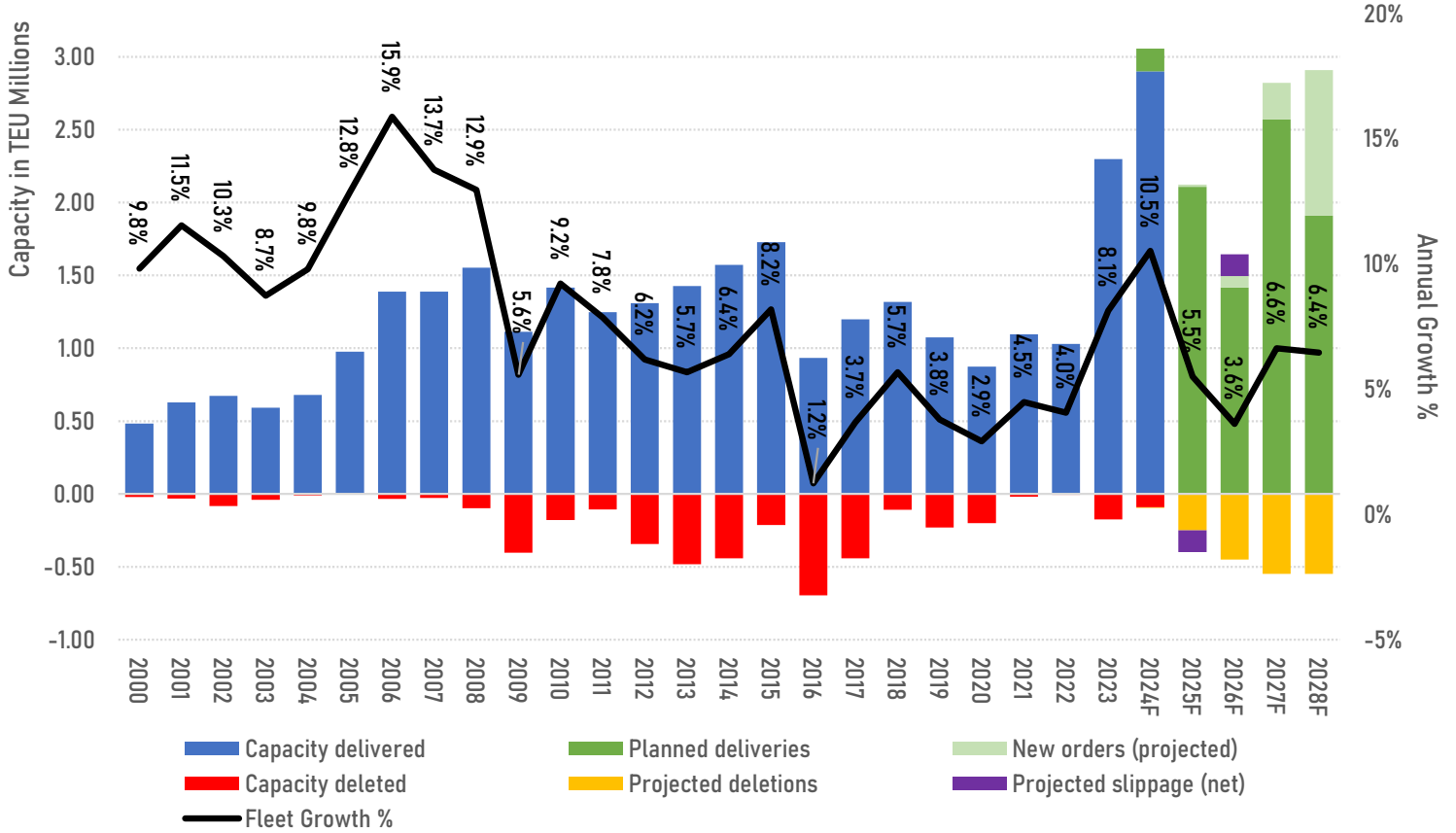
Fleet data as at 1 December 2024	Current Fleet		% change (TEU)		LTM Pulse (TEU)		Pulse (% change YoY)	
	TEU	Units	YoY	MoM	A M J J A S O N D J F M	A M J J A S O N D J F M		
Total Containership Fleet	31,112,030	6,789	10.4%	0.5%				
Containership Orderbook	8,651,135	777	19.6%	10.8%				
Orderbook to Fleet Ratio	27.8%	11.4%						

	November 2024		Last 12 months		LTM Pulse (TEU)		Pulse (Units)	
	TEU	Units	TEU	Units	A M J J A S O N D J F M	A M J J A S O N D J F M		
New Containerships Delivered	166,065	28	2,998,043	484				
Containerships Deleted	5,439	3	95,524	67				
Containerships Ordered	1,008,700	69	4,419,645	379				

Full database of all containerships since 1956



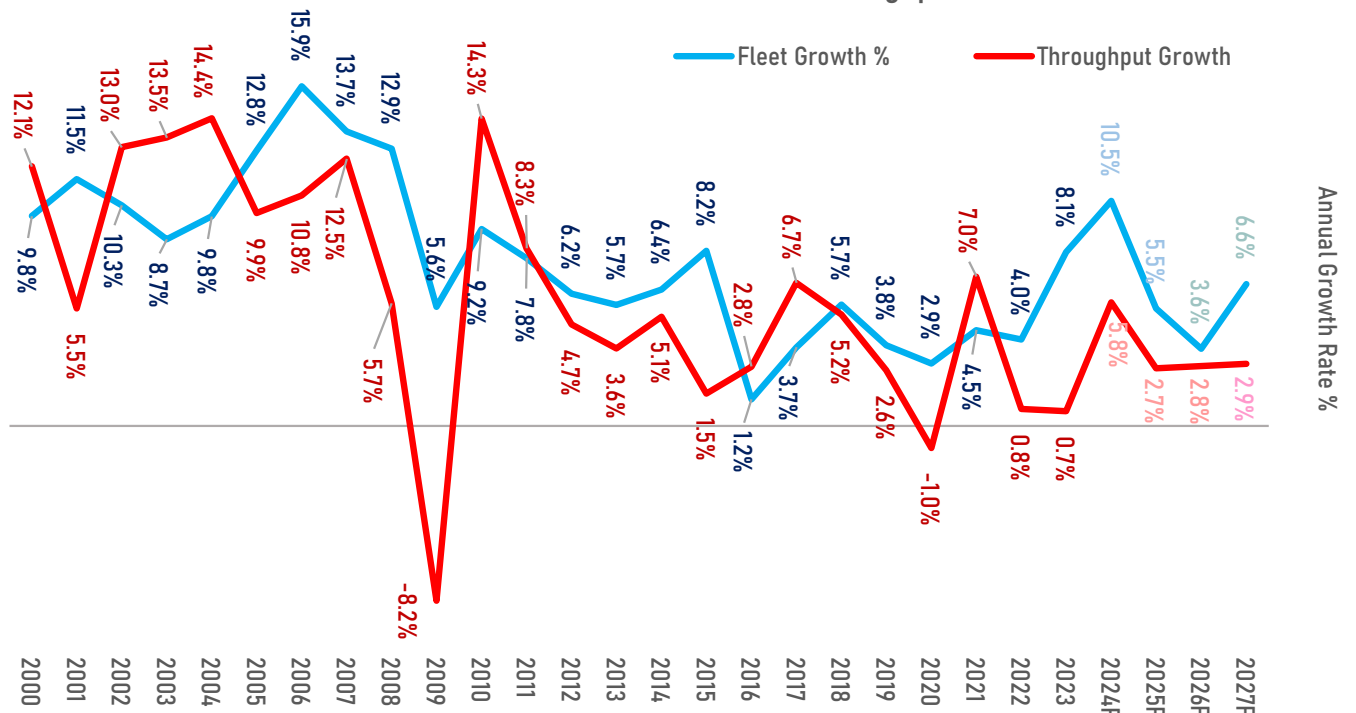
Containership Fleet Growth : 2000-2028F



Fleet Growth Projection By Year

Year	Planned Deliveries	Projected delivery slippage (nett)	Projected new orders	Projected Deletions	Net Additions	% Fleet Growth	Global Throughput Growth %
2024	3,055,593	0	0	-95,506	2,960,087	10.5%	5.8%
2025	2,106,780	-150,000	15,000	-250,000	1,721,780	5.5%	2.7%
2026	1,414,221	150,000	80,000	-450,000	1,194,221	3.6%	2.8%
2027	2,570,142	0	250,000	-550,000	2,270,142	6.6%	2.9%
2028	1,907,564	0	750,000	-550,000	2,107,564	6.4%	3.1%

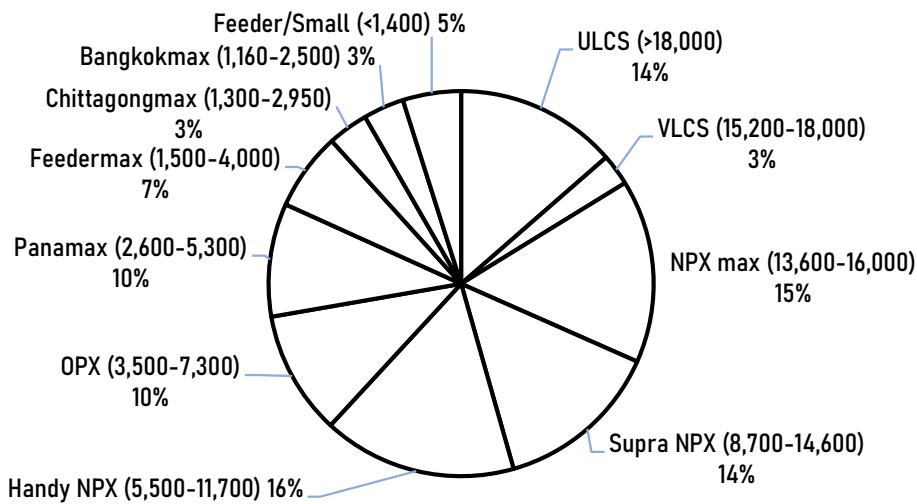
Fleet Growth vs Throughput Growth: 2000-2027F



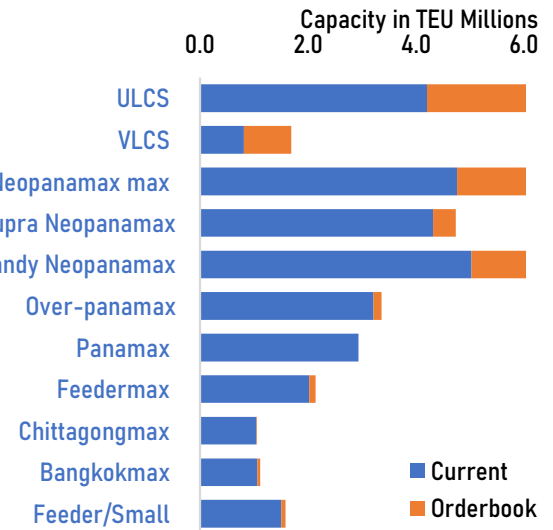
Containership Fleet – Size Breakdown

Vessel Class Breakdown	Vessel specification			Current Fleet		On order		Orderbook %	
	Nominal TEU	LOA (m)	Beam (m)	Units	TEU	Units	TEU	Units	TEU
ULCS	18,000-24,400	395-400	58-62	194	4,203,953	83	1,836,868	43%	44%
VLCS	16,000-17,900	394-400	51-57	31	539,281	40	695,000	129%	129%
VLCS (widebeam)	15,200-16,200	350-355	53-54	18	278,660	11	180,970	61%	65%
Neopanamax max	13,300-16,000	364-370	50-51	270	4,018,359	142	2,236,310	53%	56%
Neopanamax max (widebeam)	12,600-15,300	330-336	50-51	55	741,886	103	1,399,585	187%	189%
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	267	2,740,573	38	416,714	14%	15%
Handy neo-panamax	7,400-11,700	318-370	43-46	380	3,475,773	14	151,000	4%	4%
Handy neo-panamax (widebeam)	5,500-10,500	240-316	43-46	209	1,552,059	155	1,322,789	74%	85%
Over-panamax	4,400-7,300	260-320	35-41	370	2,249,250	4	23,660	1%	1%
Over-panamax (widebeam)	3,500-5,900	219-260	35-41	206	969,059	28	123,328	14%	13%
Maxi panamax	4,100-5,300	281-294	32	184	897,155	0	0	0%	0%
Panamax	3,700-4,800	250-280	32	346	1,485,851	0	0	0%	0%
Baby panamax	2,600-3,800	220-247	32	167	553,814	0	0	0%	0%
Feedermax	1,500-4,000	187-226	24-37	777	2,025,417	39	117,595	5%	6%
Chittagongmax	1,300-2,950	174-186	24-36	513	1,046,793	5	11,940	1%	1%
Bangkokmax	1,160-2,500	163-172	25-32	617	1,064,582	29	53,858	5%	5%
Feeder (European spec)	700-1,400	126-163	18-26	498	471,538	35	41,368	7%	9%
Feeder (Asian spec)	650-1,430	125-165	18-26	774	767,324	29	28,559	4%	4%
Small Feeder	350-710	110-138	16-24	326	181,074	7	4,543	2%	3%
Small	80-520	50-110	11-25	315	88,654	12	4,687	4%	5%
Other combination ship types with cellular capacity (incl ro-ro/reefers/tank/passenger/converted ships)									
Combo Large (>20,000 dwt)				91	155,479	1	2,000	1%	1%
Combo Small (<20,000 dwt)				63	24,636	2	361	3%	1%
Total				6,789	31,112,030	777	8,651,135	11%	28%

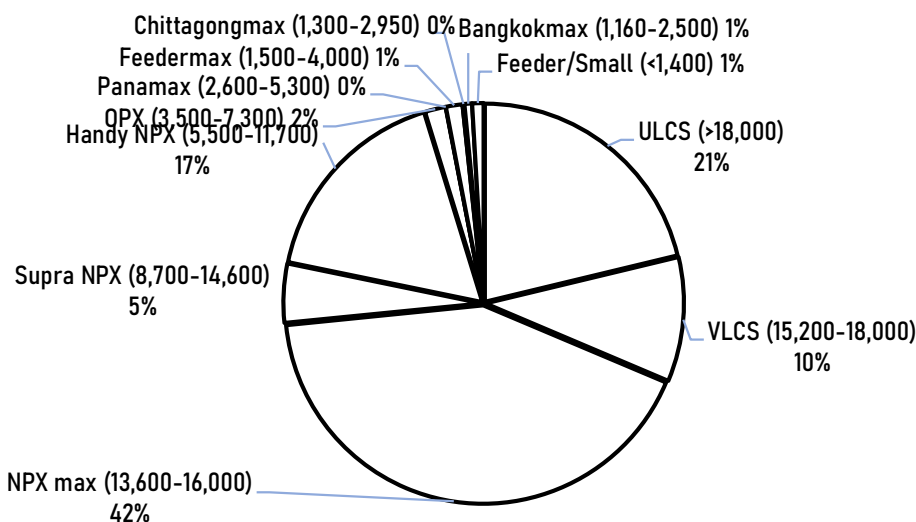
Current Fleet Capacity Breakdown (TEU size range)



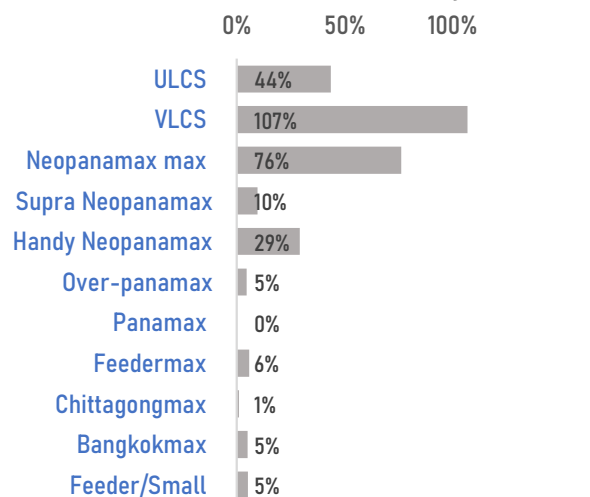
Current vs Orderbook Fleet



Orderbook Fleet Capacity Breakdown (TEU size range)



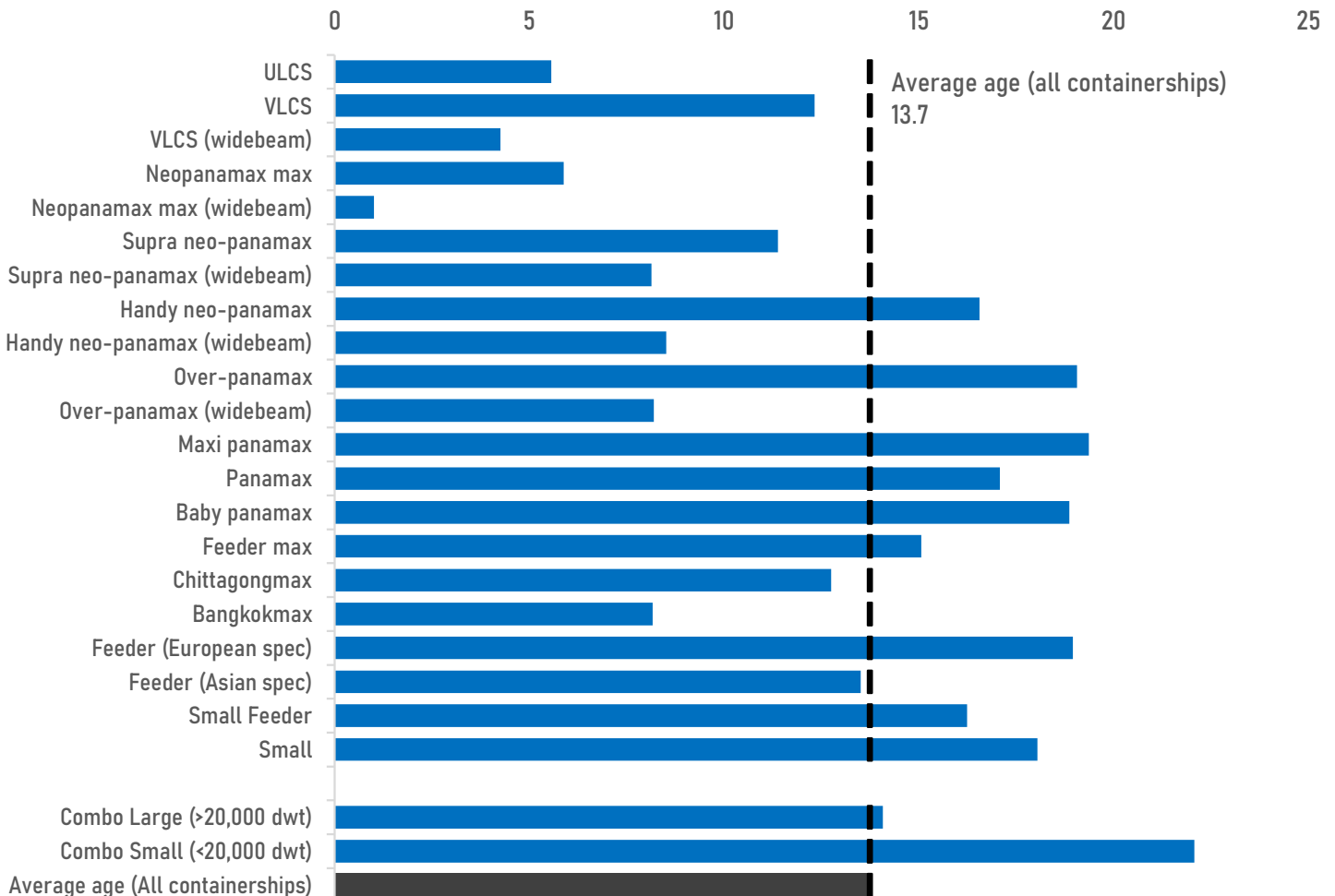
Orderbook ratio by size



Containership Fleet – Size/Age Breakdown

Vessel Class Breakdown	Current Fleet Count by Units							Orderbook Fleet Count by Units				
	Breakdown by Age						Average Age	Planned year of delivery				
	<5y	5-10y	10-15y	15-20y	20-25y	>25y		2024	2025	2026	2027	2028
ULCS	79	99	16	0	0	0	5.6	0	8	9	33	26
VLCS	0	10	13	8	0	0	12.3	0	0	0	7	21
VLCS (widebeam)	7	11	0	0	0	0	4.3	0	11	0	0	0
Neopanamax max	136	74	54	6	0	0	5.9	5	49	21	34	29
Neopanamax max (widebeam)	55	0	0	0	0	0	1.0	1	28	23	33	15
Supra neo-panamax	0	23	95	0	0	0	11.4	0	0	0	0	0
Supra neo-panamax (widebeam)	48	150	69	0	0	0	8.1	1	4	6	19	8
Handy neo-panamax	0	8	128	197	34	13	16.6	0	6	7	1	0
Handy neo-panamax (widebeam)	101	4	62	20	18	4	8.5	4	34	38	52	23
Over-panamax	0	0	67	144	143	16	19.1	0	0	4	0	0
Over-panamax (widebeam)	58	31	117	0	0	0	8.2	0	7	1	12	8
Maxi panamax	0	0	17	103	52	12	19.4	0	0	0	0	0
Panamax	0	0	87	210	39	10	17.1	0	0	0	0	0
Baby panamax	0	2	30	84	31	20	18.9	0	0	0	0	0
Feedermax	167	67	58	240	167	78	15.1	4	19	11	5	0
Chittagongmax	138	81	68	115	48	63	12.7	0	5	0	0	0
Bangkokmax	302	120	43	105	16	31	8.2	2	21	2	4	0
Feeder (European spec)	13	8	54	242	114	67	19.0	1	13	16	5	0
Feeder (Asian spec)	137	125	144	232	57	76	13.5	0	19	8	1	0
Small Feeder	48	36	42	94	23	80	16.2	1	6	0	0	0
Small	26	46	49	59	32	100	18.0	1	6	3	1	0
Other combination ship types												
Combo Large (>20,000 dwt)	19	15	25	4	18	10	14.1	1	0	0	0	0
Combo Small (<20,000 dwt)	2	15	5	9	6	26	22.1	0	1	1	0	0
Total	1,336	925	1,243	1,872	798	606	13.7	21	237	150	207	130

Average ship age by type (in no. of years)



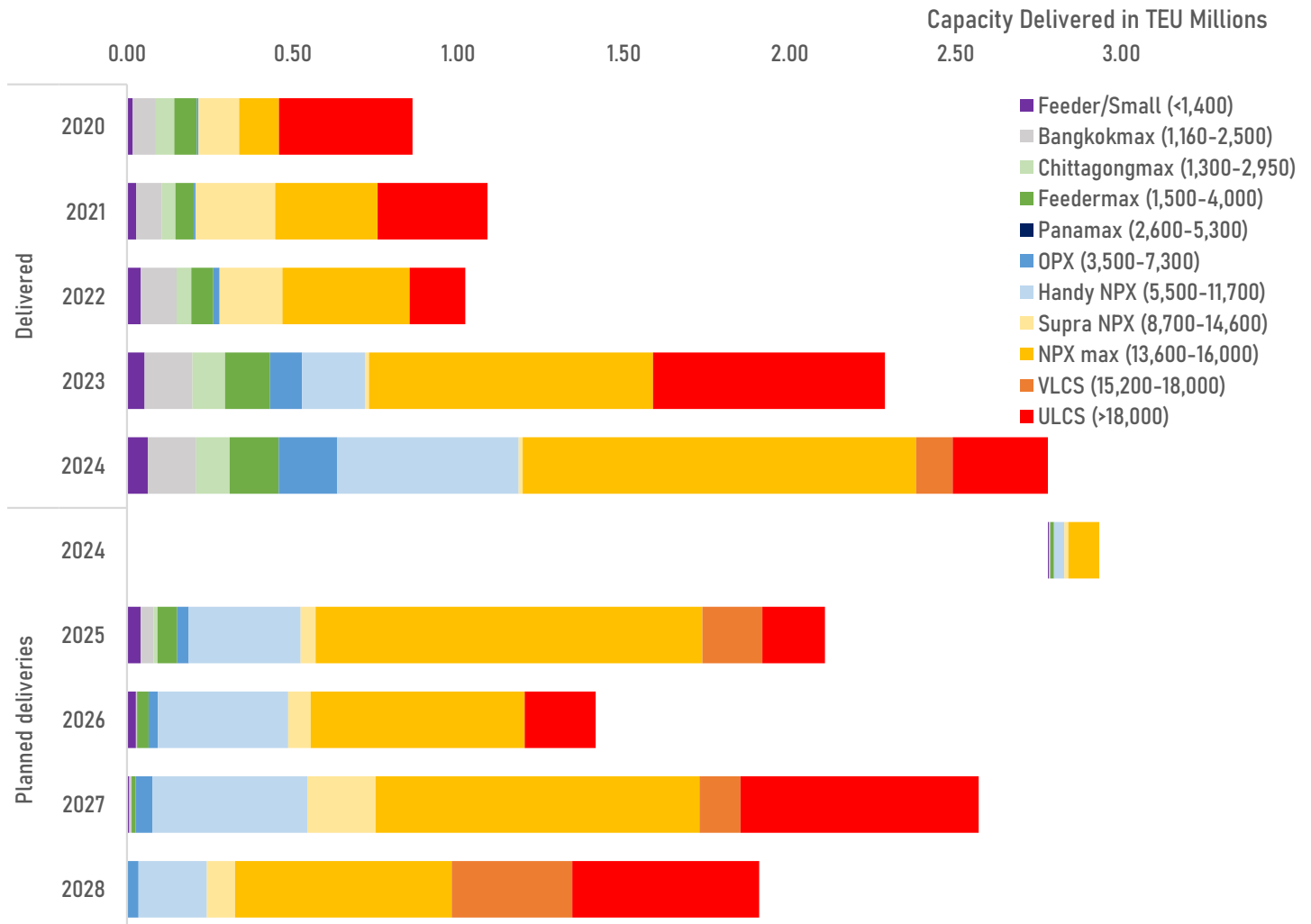
Current Fleet by TEU Delivery Year

Vessel Class Breakdown	Delivered				
	2020	2021	2022	2023	2024
ULCS	403,052	330,900	168,004	699,940	287,452
VLCS	0	0	0	0	0
VLCS (widebeam)	0	0	0	0	110,558
Neopanamax max	119,456	309,288	288,461	656,861	741,596
Neopanamax max (widebeam)	0	0	95,708	200,492	445,686
Supra neo-panamax	0	0	0	0	0
Supra neo-panamax (widebeam)	122,774	239,860	189,814	11,714	11,714
Handy neo-panamax	0	0	0	0	0
Handy neo-panamax (widebeam)	0	0	0	189,811	548,034
Over-panamax	0	0	0	0	0
Over-panamax (widebeam)	5,295	5,295	18,544	96,778	176,768
Maxi panamax	0	0	0	0	0
Panamax	0	0	0	0	0
Baby panamax	0	0	0	0	0
Feedermax	68,607	55,872	65,903	135,406	147,647
Chittagongmax	55,216	40,690	44,614	98,568	100,613
Bangkokmax	69,927	77,318	108,288	144,273	146,814
Feeder (European spec)	2,660	3,133	0	0	8,550
Feeder (Asian spec)	11,378	20,545	34,705	47,061	41,650
Small Feeder	2,995	3,488	6,087	5,296	9,477
Small	300	1,242	994	1,158	2,880
Other combination ship types					
Combo Large (>20,000 dwt)	8,704	2,552	8,061	8,525	4,000
Combo Small (<20,000 dwt)	0	0	782	228	0
Total	870,364	1,090,183	1,029,965	2,296,111	2,783,439

Orderbook Fleet by TEU Planned

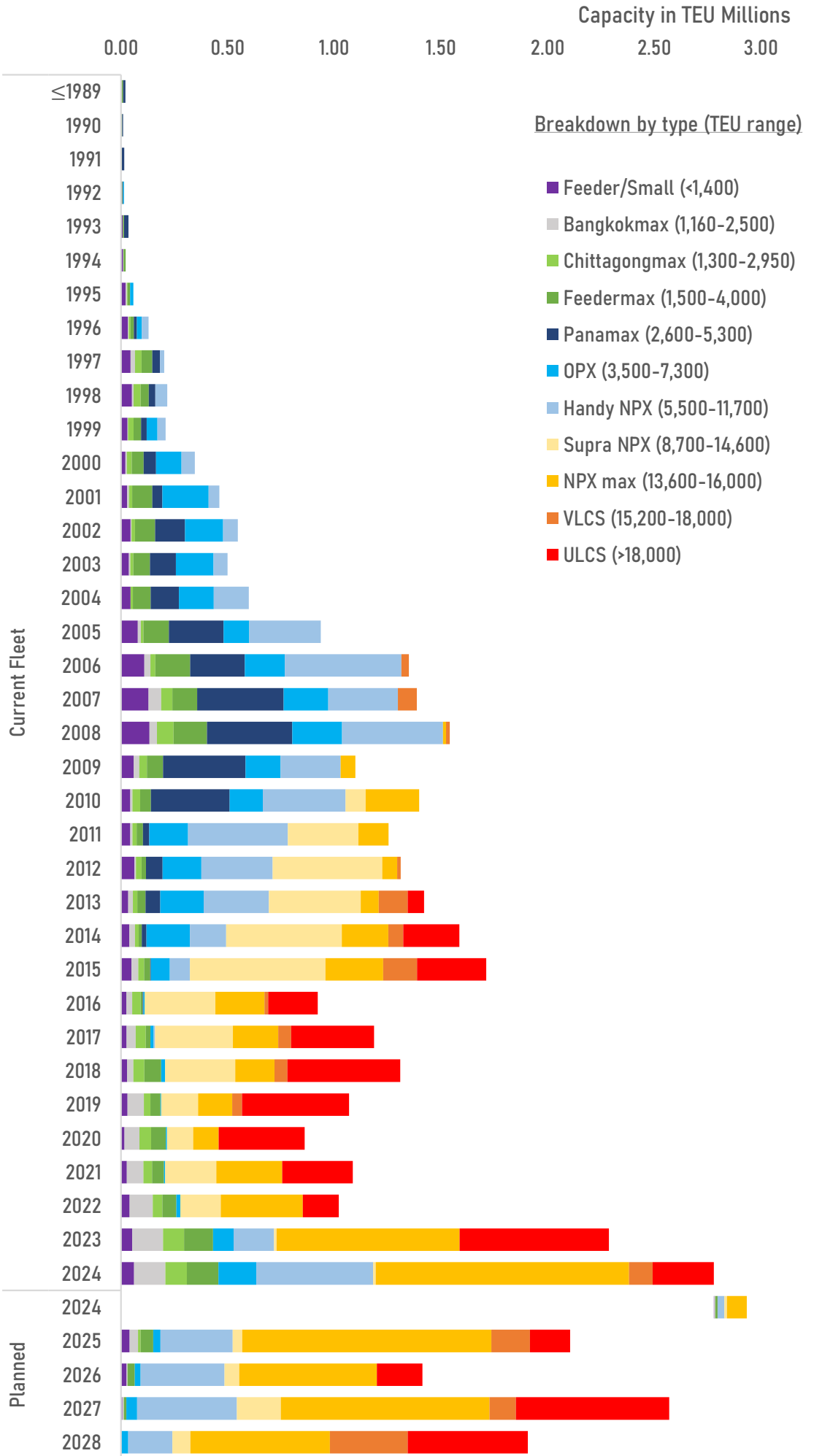
Vessel Class Breakdown	Planned				
	2024	2025	2026	2027	2028
ULCS	0	188,400	213,808	718,420	563,240
VLCS	0	0	0	124,200	364,500
VLCS (widebeam)	0	180,970	0	0	0
Neopanamax max	78,361	787,369	333,080	526,500	451,000
Neopanamax max (widebeam)	14,410	379,835	312,530	450,650	202,460
Supra neo-panamax	0	0	0	0	0
Supra neo-panamax (widebeam)	11,714	45,600	68,400	206,000	85,000
Handy neo-panamax	0	69,000	73,000	9,000	0
Handy neo-panamax (widebeam)	31,808	268,515	320,150	458,716	206,800
Over-panamax	0	0	23,660	0	0
Over-panamax (widebeam)	0	34,412	3,620	50,732	34,564
Maxi panamax	0	0	0	0	0
Panamax	0	0	0	0	0
Baby panamax	0	0	0	0	0
Feedermax	11,278	59,527	34,790	12,000	0
Chittagongmax	0	11,940	0	0	0
Bangkokmax	4,073	39,099	3,562	7,124	0
Feeder (European spec)	1,279	15,361	19,228	5,500	0
Feeder (Asian spec)	0	19,473	7,052	1,100	0
Small Feeder	701	3,842	0	0	0
Small	508	2,629	1,230	200	0
Other combination ship types					
Combo Large (>20,000 dwt)	2,000	0	0	0	0
Combo Small (<20,000 dwt)	0	250	111	0	0
Total	156,132	2,106,222	1,414,221	2,570,142	1,907,564

Containership Deliveries Breakdown by Year



Fleet size breakdown by delivery year

Year Built	TEU	Units
≤1989	34,934	32
1990	11,623	9
1991	16,440	14
1992	15,210	10
1993	36,278	26
1994	23,451	26
1995	59,847	58
1996	130,111	77
1997	203,497	127
1998	221,672	135
1999	213,913	97
2000	347,569	115
2001	463,029	147
2002	559,601	181
2003	507,284	169
2004	608,837	183
2005	938,766	279
2006	1,351,261	382
2007	1,389,220	438
2008	1,544,594	476
2009	1,103,228	299
2010	1,402,762	294
2011	1,261,308	226
2012	1,311,843	239
2013	1,434,373	248
2014	1,595,568	236
2015	1,734,073	257
2016	931,119	141
2017	1,195,440	164
2018	1,317,005	196
2019	1,073,758	165
2020	870,364	149
2021	1,090,183	170
2022	1,029,965	208
2023	2,296,111	359
2024	2,783,439	449
P2024	156,690	22
P2025	2,106,780	238
P2026	1,414,221	150
P2027	2,570,142	207
P2028	1,907,564	130



Ships delivered in last month

Name	TEU	DWT	Yard Built	Delivered	Owner	Operator	Deployed Trade
GDANSK EXPRESS	23,664	229,348	Hanhwa Ocean	4/11/2024	Hapag-Lloyd	Hapag-Lloyd	FE-NEU
A. P. MOLLER	15,794	190,567	Hyundai H.I.	4/11/2024	A.P. Moller - Maersk	Maersk	FE-NEU
EVER MERCY	15,372	156,256	Samsung	7/11/2024	Evergreen Group	Evergreen	FE-NEU
ZIM JASPER	8,242	82,012	Jiangsu New Yangzi	8/11/2024	Seaspan	ZIM	FE-Med
PRIDE C	1,023	13,133	Dae Sun	11/11/2024	Cosmoship	OOCL	Intra Oceania
MSC IVORY COAST	8,100	101,456	New Times	14/11/2024	MSC	MSC	FE-LTAM
PRESIDENT CARTER	5,598	72,963	Qingdao Beihai	15/11/2024	CMA CGM Group	CMA CGM	FE-WCNA
SEABOARD VICTORY	3,666	52,540	Taizhou Sanfu	15/11/2024	Hartmann Schiffahrts	Seaboard Marine	NA-LTAM
CMA CGM FORT DIAMANT	7,377	85,337	Samsung	15/11/2024	CMA CGM Group	CMA CGM	FE-ISC
YING TAI 66	296	3,786	Zhejiang Zhenxing	15/11/2024	Guangzhou Yingtai	Chinese operator	Dom China
YING TAI 88	296	3,777	Zhejiang Zhenxing	15/11/2024	Guangzhou Yingtai	Chinese operator	Dom China
SEATRADE ECUADOR	1,781	24,530	Shangdong Huanghai	17/11/2024	Seatrade Groningen	CMA CGM	FE-LTAM
SYDNEY BRIDGE	8,030	88,158	Hyundai H.I.	18/11/2024	Sinokor	Sinokor	FE-ME
NAVIOS UNITE	5,370	62,965	Zhoushan Changhong	19/11/2024	Navios Group	Feedertech	FE-ME
MANZANILLO BRIDGE	8,030	88,158	Hyundai H.I.	20/11/2024	Sinokor	MSC	FE-ISC
EVER WIZ	2,373	28,039	Huangpu Wenchong	21/11/2024	Evergreen Group	Evergreen	NEA-SEA
PANDA 005	1,380	20,191	Zhongbai Jinglu	22/11/2024	Reederei Elbdeich	Tailwind Shipping	FE-Med
MERATUS KARIMUN	693	10,763	CSSC Guangxi	24/11/2024	Meratus Group	Meratus Line	Dom Indonesia
KOTA VALPARAISO	7,092	86,645	Shanghai Waigaoqiao	25/11/2024	TS Lines	TS Lines	FE-ANZ
HMM TURQUOISE	13,253	141,798	Hanhwa Ocean	25/11/2024	HMM	HMM	FE-WCNA
MSC SOMIN	1,800	24,218	Fujian Mawei	25/11/2024	MSC	MSC	FE-Bengal
SINAR PANGKALAN SUSU	701	10,162	Zhejiang Xinle	25/11/2024	Samudera Shipping	Samudera Shipping	FE-Bengal
MSC LYON	7,872	91,729	Hyundai H.I.	26/11/2024	MSC	MSC	FE-AF
ZIM MOONSTONE	8,242	81,855	Jiangsu New Yangzi	27/11/2024	Seaspan	ZIM	FE-Med
KAKO	1,096	11,634	Kyokuyo	27/11/2024	Imoto Lines	Imoto Lines	Dom Japan
FEI HONG DA 68	3,004	59,131	Ningbo Boda	27/11/2024	Xiamen Feihongda	Chinese operator	Dom China
MAERSK FREMANTLE	5,920	76,490	Imabari Zosen	28/11/2024	Shohei Kisen	Maersk	FE-ANZ
ICON JAMES II 13	566	6,321	Lianyungang Wuzhou	29/11/2024	Indo Container Lines	Indo Container Lines	Dom Indonesia

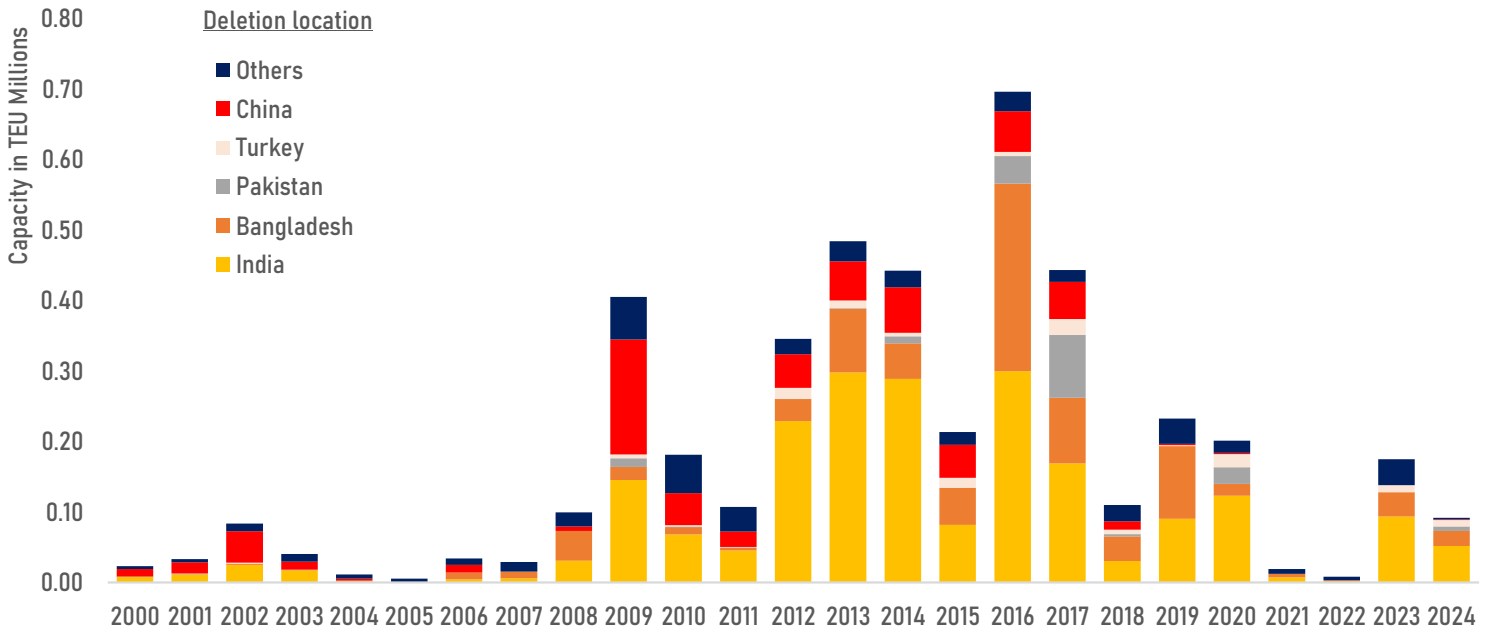
Ships deleted in last month

Name	TEU	LDT	Built	Age	Scrap Location	Deleted	\$/LDT	Last Commercial Owner
TANTO SENANG	714	4,218	30/9/1998	26	Alang	13/12/24	NA	Tanto Intim
SPAN ASIA 10	444	2,413	21/12/1994	30	Chittagong	12/12/24	NA	Philippine Span Asia
MSC AUGUSTA	1,911	8,800	27/5/1986	38	Alang	11/12/24	NA	MSC
ARMADA SEJATI	495	3,322	3/7/1991	33	Chittagong	5/12/24	NA	Salam Pacific
SOFIA 3	700	3,732	2/4/1992	32	Alang	20/11/24	\$455	Reel Shipping
MSC RAFAELA	3,301	16,024	20/9/1996	28	Alang	14/11/24	\$510	MSC
MSC MALIN	1,438	10,655	20/9/1982	42	Aliaga	11/11/24	NA	MSC

Ships ordered in last 30 days

Owner	TEU	Units	Yard	Reported	Delivery	Price \$m	Remarks
Maersk	17,000	6	Yangzijiang	2/12/2024	2028-29	NA	LNG
Maersk	15,000	6	New Times	2/12/2024	2028-30	NA	LNG
Owner not named	13,000	6	Yangzijiang	2/12/2024	2028-29	NA	Methanol
Wan Hai	16,000	4	Hyundai Samho	29/11/2024	2028	\$197.1m	Methanol
Wan Hai	16,000	4	Samsung	22/11/2024	2027	\$196.4m	Methanol
Cardiff Marine	7,900	4	HJ Shipbuilding	21/11/2024	2026-27	\$109m	Scrubber
Euroseas	4,300	2	Yangzijiang	15/11/2024	2027	\$60m	
KMTC	8,700	2	Hyundai Samho	6/11/2024	2027	\$115.3m	Scrubber
Hapag-Lloyd	9,200	12	New Times	6/11/2024	2027-29	\$140m	LNG
Hapag-Lloyd	16,800	12	Yangzijiang	6/11/2024	2027-29	\$210m	LNG

Containership Deletions : 2000-2024

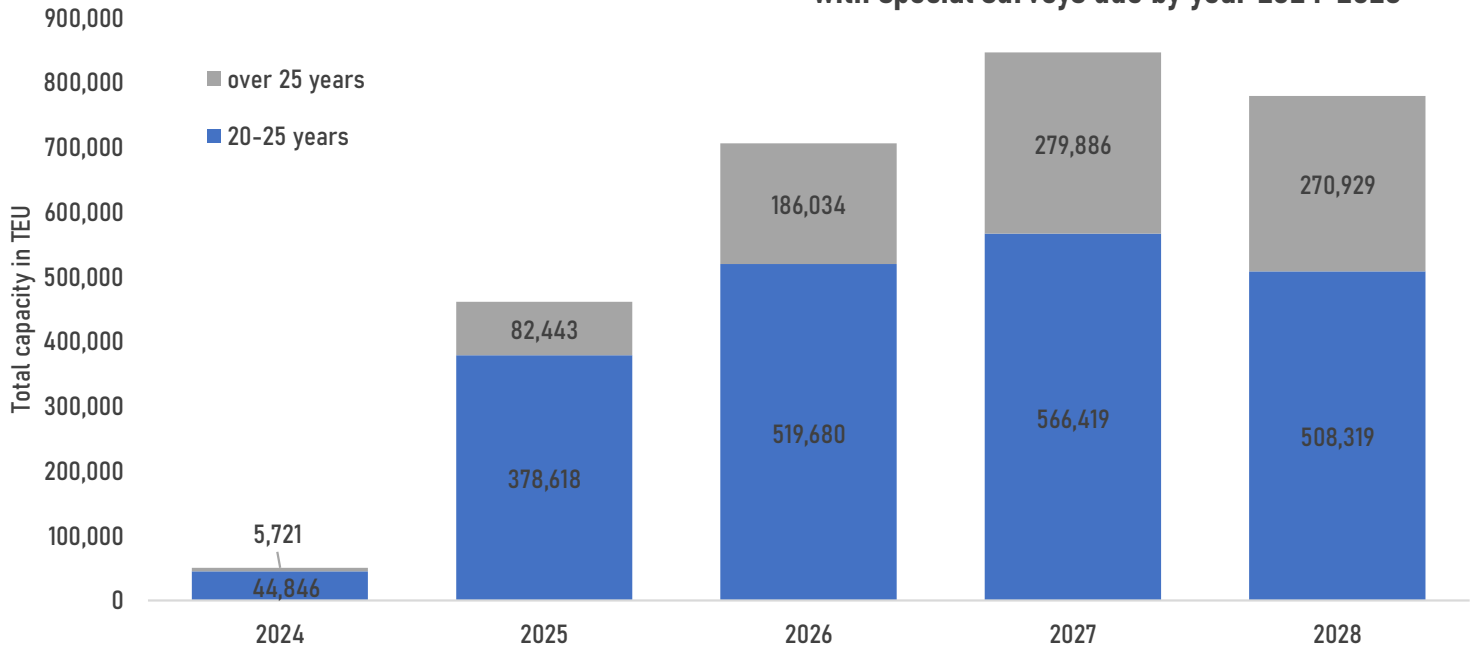


Year	Scrapped Units	Scrapped TEU	Ave. scrap age	Other deletions (Units)	Other deletions (TEU)	Total Deleted Units	Total Deleted TEU
2000	21	19,844	27.0	6	2,965	27	22,809
2001	30	31,724	28.0	5	1,303	35	33,027
2002	61	75,794	25.4	7	7,210	68	83,004
2003	36	32,142	28.6	7	8,046	43	40,188
2004	11	6,320	31.9	7	4,582	18	10,902
2005	1	308	30.0	12	4,888	13	5,196
2006	16	26,159	29.5	14	7,548	30	33,707
2007	23	21,663	30.4	8	7,077	31	28,740
2008	48	81,579	30.5	35	17,654	83	99,233
2009	213	388,245	27.1	29	16,113	242	404,358
2010	105	157,467	26.9	30	23,310	135	180,777
2011	65	79,526	31.0	44	27,396	109	106,922
2012	176	326,251	24.2	39	18,916	215	345,167
2013	214	460,936	23.3	27	22,635	241	483,571
2014	194	422,955	23.7	27	18,999	221	441,954
2015	97	195,608	23.3	33	17,506	130	213,114
2016	199	669,703	19.2	23	25,954	222	695,657
2017	157	429,444	21.0	21	13,075	178	442,519
2018	52	90,547	25.1	26	18,889	78	109,436
2019	108	201,988	23.8	40	30,134	148	232,122
2020	87	185,510	24.5	27	15,488	114	200,998
2021	19	14,653	28.0	6	4,253	25	18,906
2022	3	2,848	33.3	7	4,968	10	7,816
2023	82	148,741	27.4	12	25,872	94	174,613
2024	62	88,959	35.9	2	2,547	64	91,506

Special survey due year - Breakdown by ship age

Ship Age	2024		2025		2026		2027		2028	
	Units	TEU	Units	TEU	Units	TEU	Units	TEU	Units	TEU
Less than 10 years	33	155,199	159	1,033,550	176	1,203,932	215	1,098,878	343	2,253,993
10 to 15 years	33	241,891	224	1,684,676	116	762,090	159	1,147,849	182	1,453,011
15 to 20 years	38	137,098	305	1,616,983	211	1,209,260	258	1,403,187	227	1,438,154
20-25 years	41	156,412	251	889,054	346	1,214,686	406	1,226,530	407	1,377,932
over 25 years	18	32,163	158	375,268	244	607,023	307	741,326	271	674,465
Total	163	722,763	1,097	5,599,531	1,093	4,996,991	1,345	5,617,770	1,430	7,197,555

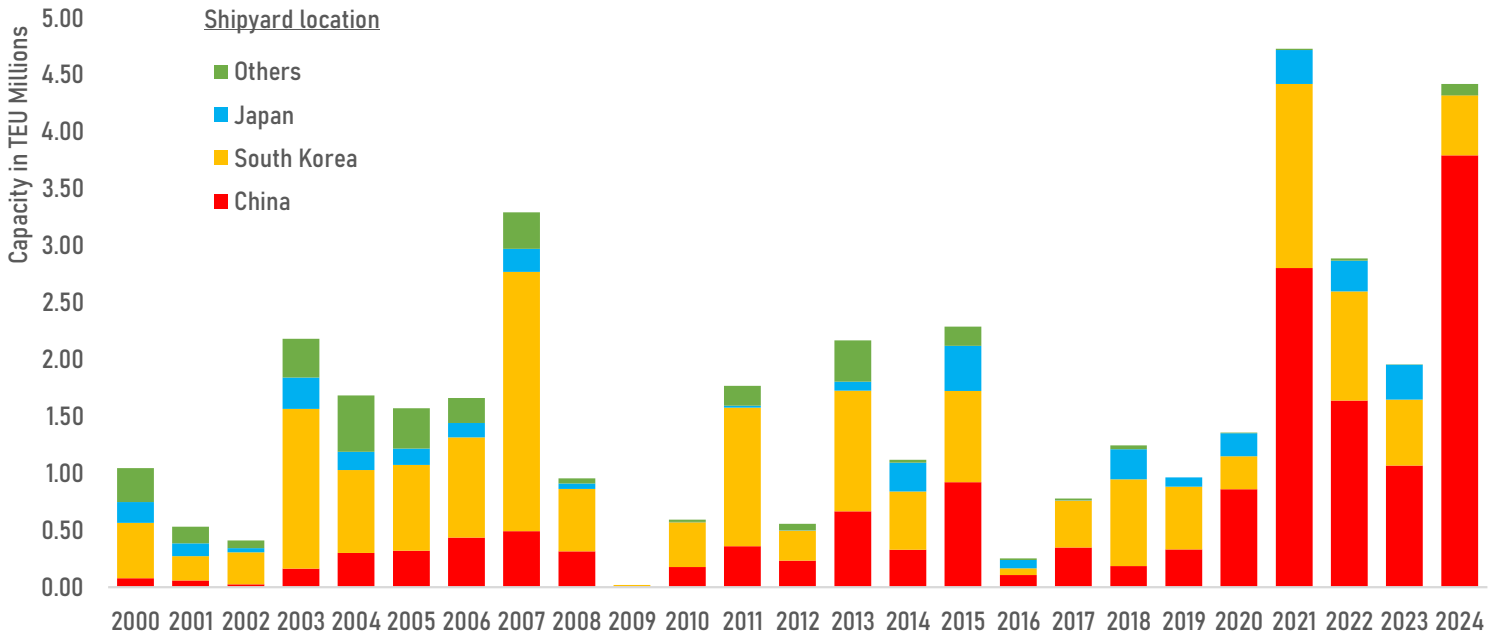
Total capacity of containerships over 20 years old with special surveys due by year 2024-2028



Breakdown of ships aged > 20 years with special survey due by year

Vessel Class	TEU Range	2024		2025		2026		2027		2028	
		Units	TEU	Units	TEU	Units	TEU	Units	TEU	Units	TEU
ULCS	18,000-24,400	0	0	0	0	0	0	0	0	0	0
VLCS	16,000-17,900	0	0	0	0	0	0	0	0	0	0
VLCS (widebeam)	15,200-16,200	0	0	0	0	0	0	0	0	0	0
Neopanamax max	13,300-16,000	0	0	0	0	0	0	0	0	0	0
Neopanamax max (wb)	12,600-15,300	0	0	0	0	0	0	0	0	0	0
Supra neo-panamax	12,900-14,600	0	0	0	0	0	0	0	0	0	0
Supra neo-panamax (wb)	8,700-12,800	0	0	0	0	0	0	0	0	0	0
Handy neo-panamax	7,400-11,700	0	0	5	48,200	5	43,932	12	109,398	14	115,866
Handy neo-panamax (wb)	5,500-10,500	0	0	4	23,744	5	33,484	3	18,996	5	33,024
Over-panamax	4,400-7,300	3	18,282	26	156,380	43	252,717	27	161,280	32	195,248
Over-panamax (wb)	3,500-5,900	0	0	0	0	0	0	0	0	0	0
Maxi panamax	4,100-5,300	1	4,822	6	29,041	7	31,469	25	111,858	10	46,843
Panamax	3,700-4,800	1	4,056	4	16,097	11	42,835	10	42,325	11	46,297
Baby panamax	2,600-3,800	0	0	4	13,003	11	34,586	9	26,993	20	61,884
Feeder max	1,500-4,000	5	11,643	36	80,551	56	131,730	64	149,254	44	108,827
Chittagongmax	1,300-2,950	2	3,413	19	31,434	22	37,137	26	46,486	24	42,068
Bangkokmax	1,160-2,500	1	1,665	8	12,662	9	14,148	18	27,017	9	13,161
Feeder (European spec)	700-1,400	3	2,791	14	13,082	38	37,426	44	39,581	42	40,105
Feeder (Asian spec)	650-1,430	0	0	15	12,578	25	24,778	45	42,056	25	23,679
Small Feeder	350-710	3	1,913	9	5,156	18	10,691	23	13,037	19	10,879
Small	80-520	5	1,982	21	7,827	20	7,446	15	5,323	25	9,573
Combo Large (>20,000 dwt)		0	0	5	9,344	1	800	13	19,192	5	6,326
Combo Small (<20,000 dwt)		0	0	6	1,962	8	2,535	8	2,300	8	2,090
Total		24	50,567	182	461,061	279	705,714	342	815,096	293	755,870

Containership Orders : 2000-2024



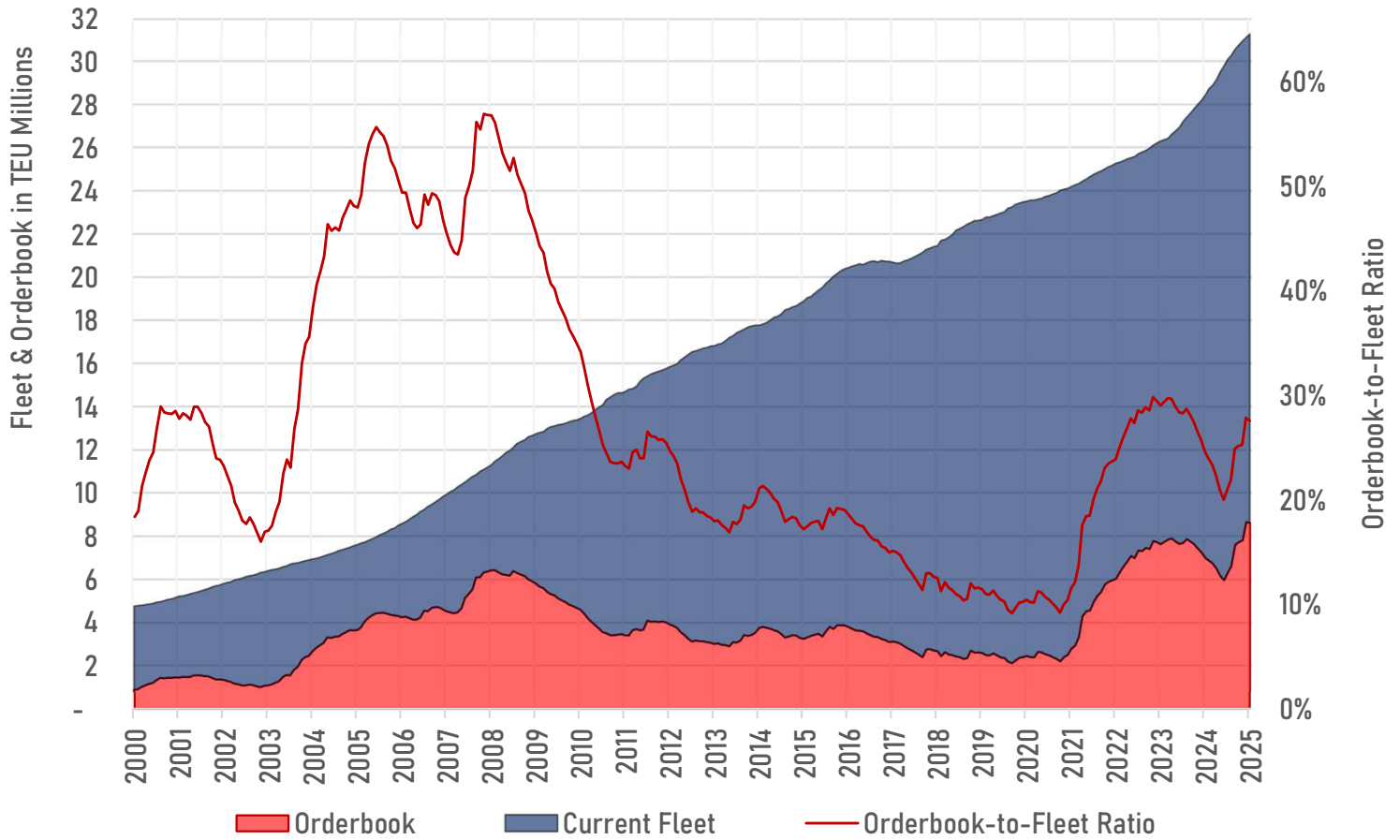
Total Ordered by Year

Year	Ordered Units	Ordered TEU
2000	326	1,042,769
2001	185	529,685
2002	128	409,506
2003	528	2,178,215
2004	459	1,682,341
2005	564	1,569,502
2006	436	1,659,581
2007	580	3,289,372
2008	219	954,304
2009	12	16,911
2010	138	591,015
2011	260	1,765,342
2012	129	556,285
2013	306	2,165,375
2014	170	1,117,590
2015	292	2,285,167
2016	96	250,085
2017	137	776,863
2018	204	1,243,062
2019	133	963,504
2020	175	1,356,394
2021	722	4,724,753
2022	423	2,883,997
2023	211	1,952,983
2024	376	4,416,189

Breakdown by Shipyard Location

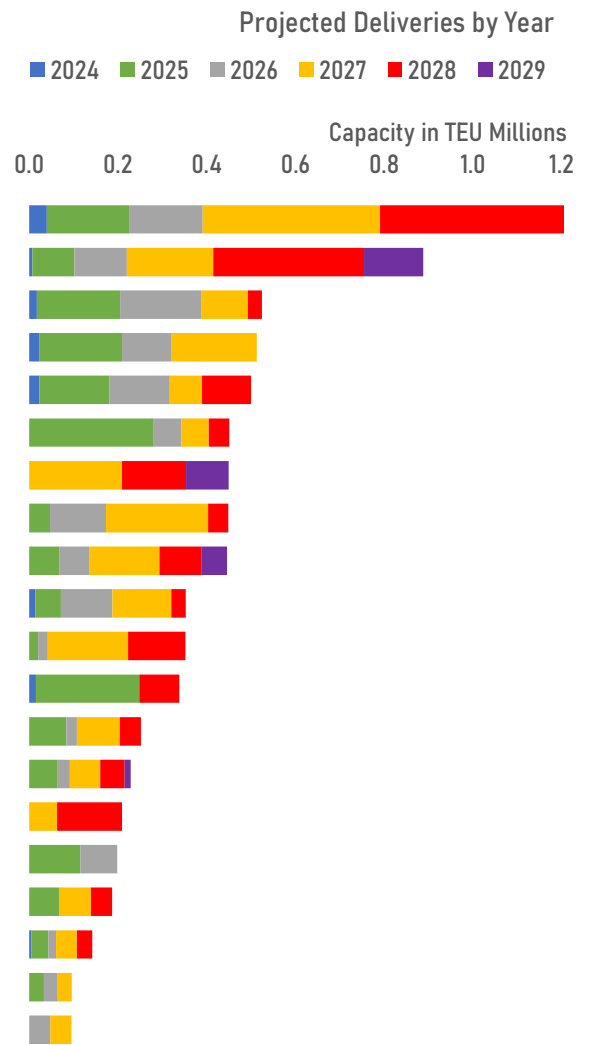
Year	China		South Korea		Japan		Others	
	Ordered Units	Ordered TEU	Ordered Units	Ordered TEU	Ordered Units	Ordered TEU	Ordered Units	Ordered TEU
2000	37	76,197	104	486,194	48	183,090	137	297,288
2001	39	58,263	44	214,006	44	112,025	58	145,391
2002	26	24,358	59	281,758	5	33,968	38	69,422
2003	94	160,966	232	1,401,926	60	275,496	142	339,827
2004	147	299,226	137	728,435	37	158,626	138	496,054
2005	193	318,049	154	754,955	47	142,631	170	353,867
2006	198	434,615	125	880,427	31	126,316	82	218,223
2007	189	490,478	273	2,275,287	49	201,842	69	321,765
2008	114	313,015	69	547,322	17	47,997	19	45,970
2009	6	3,111	6	13,800	0	0	0	0
2010	77	176,248	48	392,438	4	2,569	9	19,760
2011	109	358,067	125	1,216,809	3	17,309	23	173,157
2012	82	232,950	29	262,992	7	1,672	11	58,671
2013	132	664,046	97	1,060,303	15	77,400	62	363,626
2014	98	328,099	44	510,542	23	253,137	5	25,812
2015	174	920,252	53	800,599	40	395,578	25	168,738
2016	65	105,925	5	59,075	11	73,027	15	12,058
2017	95	346,306	27	413,602	7	3,897	8	13,058
2018	71	183,935	65	761,171	55	264,862	13	33,094
2019	74	329,187	46	552,259	13	82,058	0	0
2020	138	857,446	19	291,445	13	202,048	5	5,455
2021	491	2,800,528	171	1,615,357	56	296,916	4	11,952
2022	249	1,635,961	124	960,352	43	268,088	7	19,596
2023	133	1,066,846	47	577,050	27	306,327	4	2,760
2024	311	3,788,378	50	530,400	1	200	14	97,211

Orderbook to Fleet Ratio



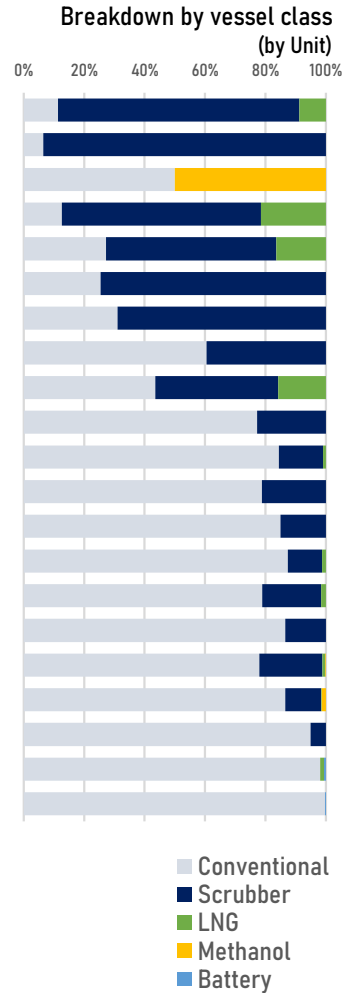
Main Shipbuilding Countries/Shipyards	Units on order	TEU on order	Average size (TEU)
China (all yards)	575	6,082,947	10,579
South Korea (all yards)	158	1,925,424	12,186
Japan (all yards)	50	532,444	10,649
Others (all yards)	30	118,855	3,962

Top 20 Shipyards			
Yangzijiang Shipbuilding (YZJ)	107	1,456,462	13,612
New Times Shipbuilding	74	888,300	12,004
Nihon Shipyard	42	524,800	12,495
Samsung H.I.	34	513,517	15,103
Hyundai Samho	43	500,162	11,632
Hyundai H.I. (HHI)	31	451,458	14,563
Hengli Heavy Industry	20	450,000	22,500
Hudong Zhonghua (CSSC)	31	449,132	14,488
Zhoushan Changhong	32	446,000	13,938
Jiangnan Shipyard Group (CSSC)	24	353,030	14,710
Shanghai Waigaoqiao (CSSC)	31	352,152	11,360
Hanhwa Ocean	20	338,786	16,939
Nantong COSCO KHI (NACKS)	12	252,560	21,047
COSCO (Yangzhou)	16	228,944	14,309
Jiangsu Hantong	10	210,000	21,000
DSIC Tianjin	12	198,912	16,576
Dalian COSCO KHI (DACKS)	9	187,612	20,846
Huangpu Wenchong (CSSC)	50	142,374	2,847
HJ Shipbuilding & Construction (HJSC)	12	96,600	8,050
China Shipbuilding Corp. (CSBC)	12	96,000	8,000



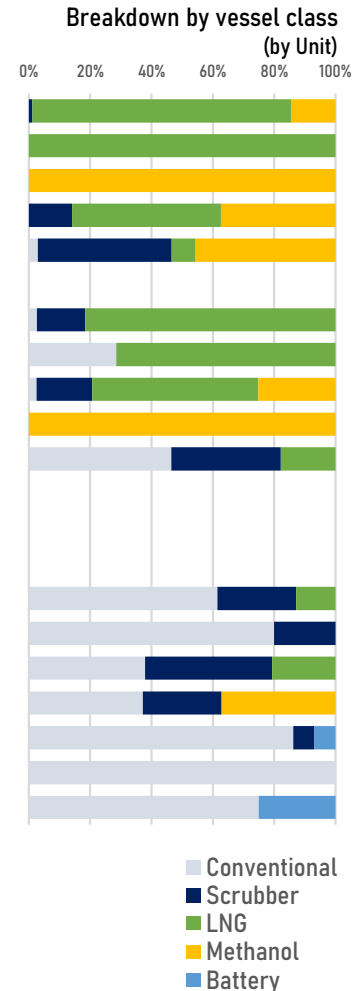
Current Fleet – Breakdown by Fuel Type

Vessel Class	Conventional		Scrubber		LNG		Methanol		Battery	
	Units	TEU	Units	TEU	Units	TEU	Units	TEU	Units	TEU
ULCS	22	441,013	155	3,365,620	17	397,320	0	0	0	0
VLCS	2	33,304	29	505,977	0	0	0	0	0	0
VLCS (widebeam)	9	137,538	0	0	0	0	9	141,122	0	0
Neopanamax max	34	489,050	178	2,643,436	58	885,873	0	0	0	0
Neopanamax max (wb)	15	200,660	31	418,376	9	122,850	0	0	0	0
Supra neo-panamax	30	404,126	88	1,176,734	0	0	0	0	0	0
Supra neo-panamax (wb)	83	831,327	184	1,909,246	0	0	0	0	0	0
Handy neo-panamax	230	2,086,309	150	1,389,464	0	0	0	0	0	0
Handy neo-panamax (wb)	91	655,259	85	633,981	33	262,819	0	0	0	0
Over-panamax	286	1,717,446	84	531,804	0	0	0	0	0	0
Over-panamax (wb)	174	828,525	30	133,294	2	7,240	0	0	0	0
Maxi panamax	145	712,762	39	184,393	0	0	0	0	0	0
Panamax	294	1,264,768	52	221,083	0	0	0	0	0	0
Baby panamax	146	482,554	19	65,060	2	6,200	0	0	0	0
Feeder max	613	1,583,845	152	412,336	12	29,236	0	0	0	0
Chittagongmax	444	866,263	69	180,530	0	0	0	0	0	0
Bangkokmax	481	818,430	129	235,772	6	8,280	1	2,100	0	0
Feeder (European spec)	431	407,258	59	54,726	1	1,004	7	8,550	0	0
Feeder (Asian spec)	735	727,372	39	39,952	0	0	0	0	0	0
Small Feeder	320	177,032	0	0	4	2,642	0	0	2	1,400
Small	314	88,534	0	0	0	0	0	0	1	120
Combo Large (>20,000 dwt)	38	63,854	44	73,586	9	18,039	0	0	0	0
Combo Small (<20,000 dwt)	59	23,461	2	915	2	260	0	0	0	0
Total	4,996	15,040,690	1,618	14,176,285	155	1,741,763	17	151,772	3	1,520
Share of total fleet	74%	48%	24%	46%	2%	6%	0%	0%	0%	0%



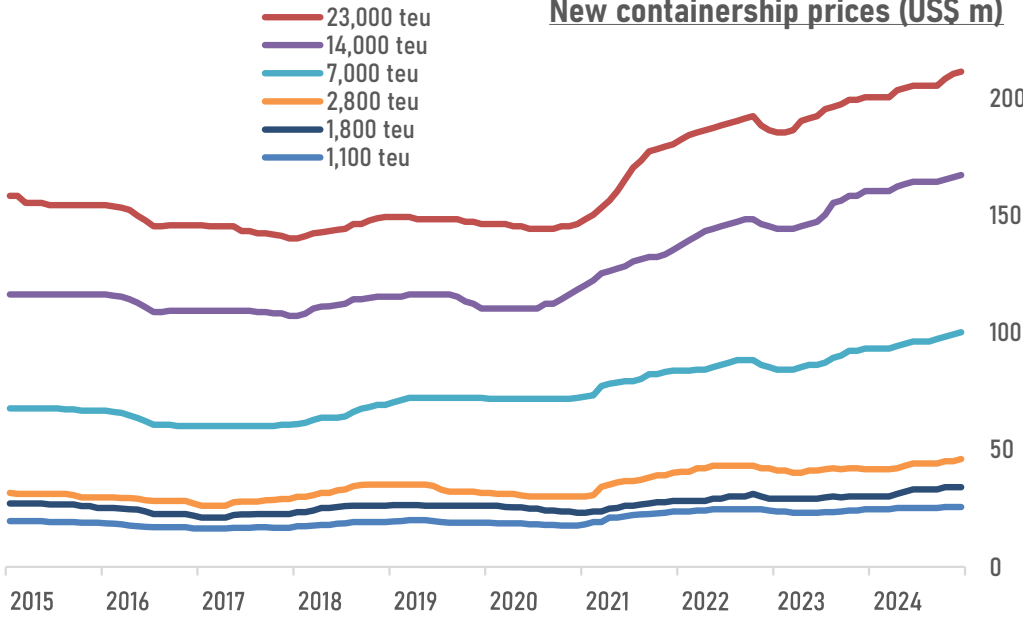
Orderbook – Breakdown by Fuel Type

Vessel Class	Conventional		Scrubber		LNG		Methanol		Battery	
	Units	TEU	Units	TEU	Units	TEU	Units	TEU	Units	TEU
ULCS	0	0	1	24,004	70	1,524,144	12	288,720	0	0
VLCS	0	0	0	0	40	695,000	0	0	0	0
VLCS (widebeam)	0	0	0	0	0	0	11	180,970	0	0
Neopanamax max	0	0	20	323,032	69	1,067,518	53	845,760	0	0
Neopanamax max (wb)	3	40,374	45	619,631	8	108,230	47	631,350	0	0
Supra neo-panamax	0	0	0	0	0	0	0	0	0	0
Supra neo-panamax (wb)	1	11,714	6	66,000	31	339,000	0	0	0	0
Handy neo-panamax	4	36,000	0	0	10	115,000	0	0	0	0
Handy neo-panamax (wb)	4	29,428	28	225,374	84	734,003	39	333,984	0	0
Over-panamax	0	0	0	0	0	0	4	23,660	0	0
Over-panamax (wb)	13	60,788	10	43,656	5	18,884	0	0	0	0
Maxi panamax	0	0	0	0	0	0	0	0	0	0
Panamax	0	0	0	0	0	0	0	0	0	0
Baby panamax	0	0	0	0	0	0	0	0	0	0
Feeder max	24	69,413	10	31,460	5	16,722	0	0	0	0
Chittagongmax	4	9,870	1	2,070	0	0	0	0	0	0
Bangkokmax	11	20,674	12	24,924	6	8,260	0	0	0	0
Feeder (European spec)	13	14,940	9	10,200	0	0	13	16,228	0	0
Feeder (Asian spec)	25	25,033	2	2,046	0	0	0	0	2	1480
Small Feeder	7	4,543	0	0	0	0	0	0	0	0
Small	9	3,767	0	0	0	0	0	0	3	920
Combo Large (>20,000 dwt)	0	0	1	2,000	0	0	0	0	0	0
Combo Small (<20,000 dwt)	2	361	0	0	0	0	0	0	0	0
Total	120	326,905	145	1,374,397	328	4,626,761	179	2,320,672	5	2,400
Share of total orders	15%	4%	19%	16%	42%	53%	23%	27%	1%	0%



Newbuilding Price Trends

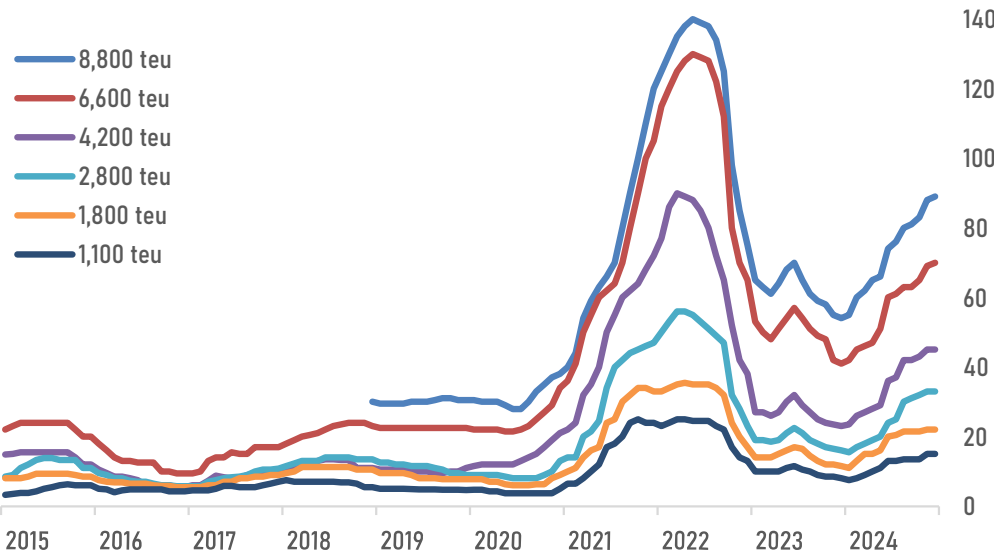
New containership prices (US\$ m)



Vessel Size (basic specs)	Current Price Assessment (US\$m)	YoY Change %
23,000 teu	211	5%
14,000 teu	167	4%
7,000 teu	100	8%
2,800 teu	46	11%
1,800 teu	34	13%
1,100 teu	25.5	4%

Secondhand Price Trends

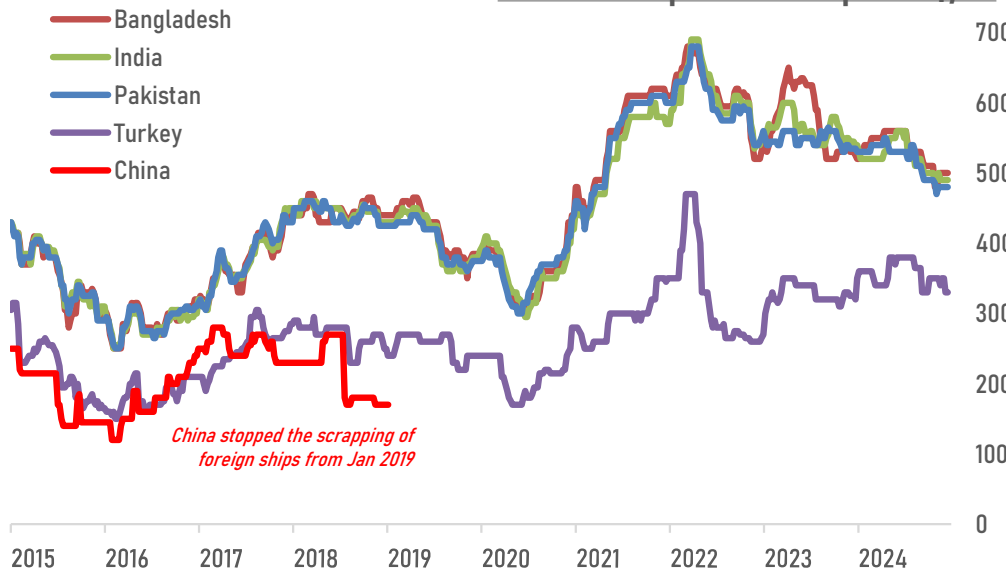
Secondhand containership prices (US\$ m)



Vessel Size (10 year old)	Current Price Assessment (US\$m)	YoY Change %
8,800 teu	89	65%
6,600 teu	70	71%
4,200 teu	45	96%
2,800 teu	33	106%
1,800 teu	22	91%
1,100 teu	15	88%

Scrap Price Trends

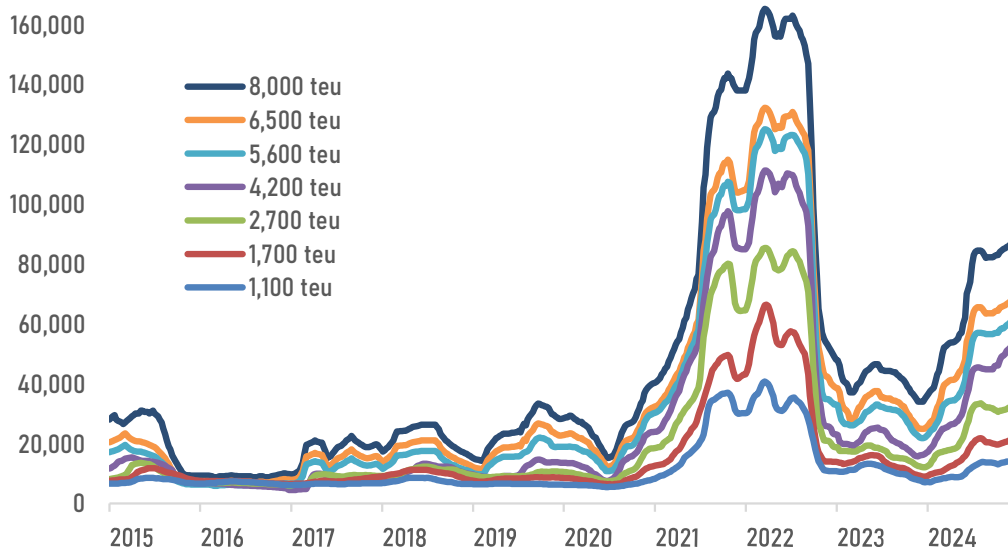
Containership demolition prices \$/ldt



Location	Current Price Assessment (US\$/ldt)	YoY Change %
Bangladesh	500	-6%
India	490	-10%
Pakistan	480	-10%
Turkey	330	2%

Containership charter rates \$/day

(based on 12 month fixtures)

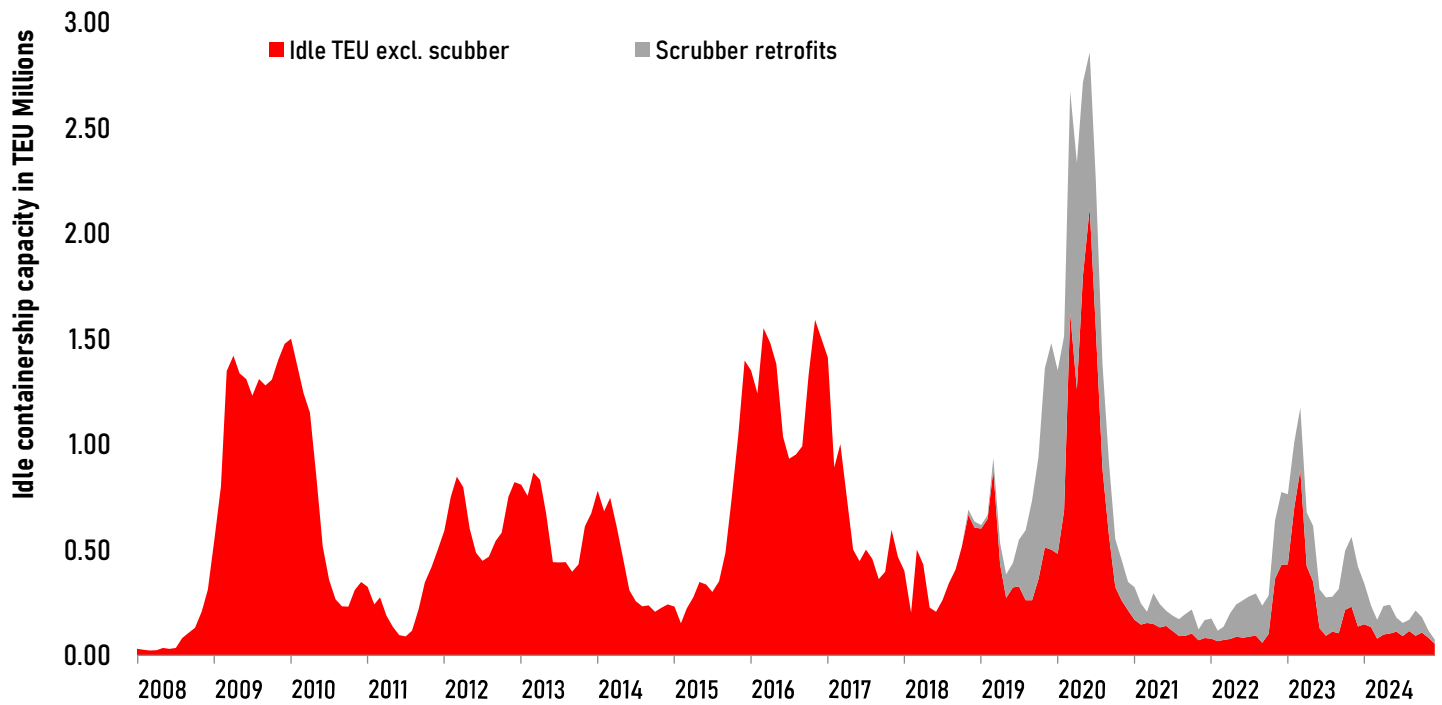


Vessel Size	Current Rate Assessment (US\$/day)	YoY Change %
8,000 teu	86,500	154%
6,500 teu	67,500	172%
5,600 teu	60,500	178%
4,200 teu	52,500	224%
2,700 teu	32,800	173%
1,700 teu	21,400	140%
1,100 teu	14,050	98%

Recent fixtures – Laycan November 2024

Name	TEU	Built	Gear	EGCS	Owner	Charterer	Rate \$/day	Period	Laycan
MANZANILLO BRIDGE	8,030	2024	No	Y	Sinokor	MSC	90,000	3m	Nov-24
API BHUM	4,992	2004	No		RCL	Hapag-Lloyd	37,000	32-34m	Nov-24
WIELAND	4,957	2014	No		Dietrich Tamke	Hapag-Lloyd	31,975	22-24m	Nov-24
NAVIOS MAGNOLIA	4,730	2008	No		Navios Group	COSCO Shipping	29,500	15m	Nov-24
NAVIOS MIAMI	4,563	2009	No		Navios Group	COSCO Shipping	29,500	24m	Nov-24
MALIAKOS	4,398	2012	No		Dioryx	Hapag-Lloyd	38,000	36m	Nov-24
GULF BARAKAH	4,398	2012	No		Safeen	Maersk	51,000	4-6m	Nov-24
VANCOUVER	4,253	2007	No		Danaos	OOCL	30,000	24m	Nov-24
HOLSATIA	4,252	2003	No		Zodiac Maritime	Maersk	34,000	36m	Nov-24
MATSON KAUAI	4,252	2008	No		Salam Pacific	Matson	32,000	30-32m	Nov-24
MATSON OAHU	4,250	2008	No		Navios Group	Matson	35,000	36m	Nov-24
NAVIOS DESTINY	4,250	2009	No		Navios Group	COSCO Shipping	29,500	27m	Nov-24
HONFU	4,011	1997	No		Vanway	Safetrans Line	31,000	24m	Nov-24
SPIIL CAYA	3,534	2009	No		Salam Pacific	Maersk	27,500	22-26m	Nov-24
LETO	3,091	2006	Yes		Peter Doehle	CMA CGM	31,000	18m	Nov-24
AS CAMELLIA	2,824	2006	No		MPC Group	Maersk	24,000	24-26m	Nov-24
GSL MERCER	2,824	2007	No		Global Ship Lease	ONE	24,500	24m	Nov-24
CAPITAINE BARET	2,664	2009	Yes		NPDL	Maersk	23,750	24m	Nov-24
ZEBRA	2,602	2001	Yes		Danaos	Maersk	26,250	12m	Nov-24
POMERENIA SKY	2,546	2007	Yes		Peter Doehle	ONE	26,500	24m	Nov-24
SPIIL NINGSIH	2,532	2003	Yes		Salam Pacific	ONE	24,500	24m	Nov-24
MAIRA	2,506	2000	Yes		Global Ship Lease	CMA CGM	25,000	24m	Nov-24
XIANG YU	2,496	2002	No		Fu Ying Shipping	Akkon Lines	31,000	8m	Nov-24
CAPE SYROS	2,202	2015	Yes		Cape Shipping	OOCL	25,500	24m	Nov-24
CAPE FORTIUS	2,202	2017	No		Cape Shipping	OOCL	25,500	24m	Nov-24
PROGRESS C	2,174	1998	No		Danaos	COSCO Shipping	21,000	18m	Nov-24
PANAY	1,930	2023	No	Y	Briese Schiffahrts	CNC	23,000	10-12m	Nov-24
ERASMUS LEO	1,891	2013	No		Erasmus Shiplinvest	Maersk	19,500	11-14m	Nov-24
ADMIRAL GALAXY	1,878	2008	No		Admiral Container Lines	Unimed	20,000	6m	Nov-24
BRIGHT COSMOS	1,876	2023	No	Y	Doun Kisen	COSCO	20,750	18-20m	Nov-24
BRIGHT FUJI	1,876	2024	No	Y	Doun Kisen	CNC	29,000	2m	Nov-24
LITTLE EMMA	1,844	2023	No	Y	Cosmoship	X-Press Feeders	22,000	12m	Nov-24
LITTLE ATHINA	1,844	2024	No	Y	Cosmoship	China United Lines	25,000	6m	Nov-24
SAN ALFONSO	1,841	2007	Yes		Sea Consortium	CMA CGM	25,000	4-6m	Nov-24
GARWOOD	1,840	2008	Yes		Conbulk	Maersk	20,500	12m	Nov-24
AMOUREUX	1,809	2023	No		Capital Ship Management	SITC	25,000	6m	Nov-24
ANDROKLIS	1,809	2024	No		Capital Ship Management	Hede Shipping	27,750	12m	Nov-24
AVIOS	1,809	2024	No		Capital Ship Management	Sinotrans	27,500	9-10m	Nov-24
SHENG AN	1,781	2023	No		Beyond Merchant Marine	CNC	25,000	6-8m	Nov-24
LITTLE DOLPHIN	1,781	2023	No		Cosmoship	TS Lines	25,000	6m	Nov-24
VIKING ORCA	1,781	2023	No		Norse Shipholding	CMA CGM	22,500	12m	Nov-24
G. CROWN	1,781	2023	No		Giga Marine	Hede Shipping	21,500	24m	Nov-24
X-PRESS SAGARMALA	1,774	2021	No	Y	Sea Consortium	CMA CGM	22,000	5-6m	Nov-24

Inactive Fleet Tracker : 2008 to 2024



Month	Idle fleet by month		Available for charter		Ships in drydock		incl Scrubber/LNG retrofit		As % of global fleet	
	Idle Units	Idle TEU	NOO Idle Units	NOO Idle TEU	Drydock Units	Drydock TEU	Retrofit Units	Retrofit TEU	% idle	% drydocked
Dec 2023	68	135,832	44	79,135	167	738,909	28	283,928	0.5%	2.6%
Jan 2024	90	145,734	49	77,122	147	518,573	24	192,454	0.5%	1.8%
Feb 2024	86	132,094	52	89,415	115	276,720	17	102,253	0.5%	1.0%
Mar 2024	57	77,168	35	50,829	139	495,670	13	90,113	0.3%	1.7%
Apr 2024	63	97,946	41	81,892	151	595,904	14	134,337	0.3%	2.0%
May 2024	66	102,531	35	33,044	147	503,134	13	136,640	0.4%	1.7%
Jun 2024	55	111,161	32	72,817	131	473,510	9	66,636	0.3%	1.6%
Jul 2024	42	89,483	18	18,565	156	553,177	10	62,693	0.3%	1.7%
Aug 2024	48	114,481	27	76,200	155	572,461	8	52,604	0.4%	1.9%
Sep 2024	39	91,407	19	52,739	164	635,676	13	119,497	0.3%	2.1%
Oct 2024	37	106,404	21	15,388	172	611,712	14	73,506	0.3%	2.0%
Nov 2024	36	81,440	15	11,354	193	757,419	15	35,994	0.3%	2.5%
Dec 2024	30	54,006	13	9,343	169	649,745	6	19,654	0.2%	2.1%

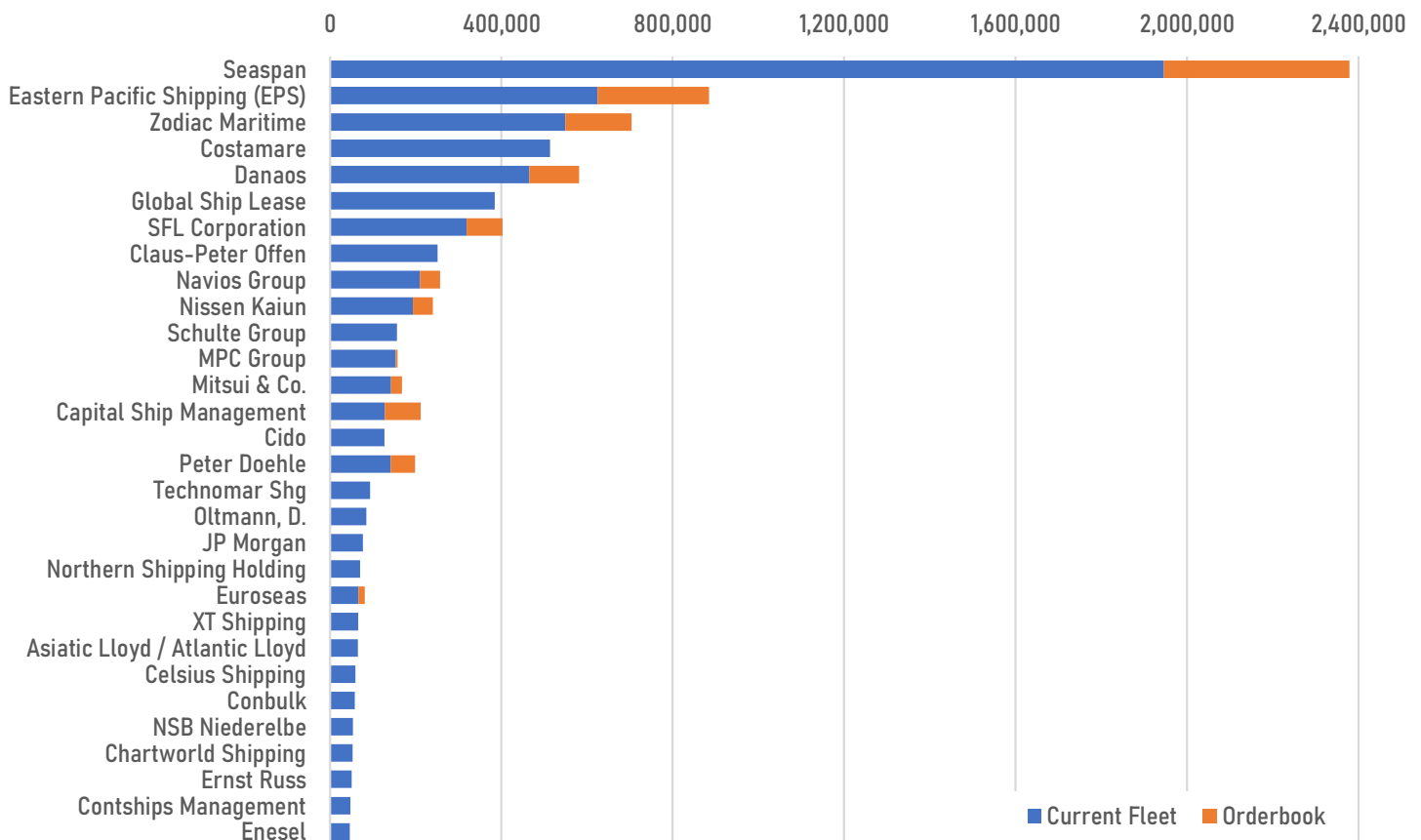
Idle fleet list (ships over 1,000teu and inactive for >1 month only)

Vessel Name	TEU	Idle since	Location	Operator	NOO	Remarks
MSC ARIES	14,952	13/4/2024	Bandar Abbas	MSC		Detained at Iran
MSC BILBAO	8,204	22/9/2022	Malta	-	Y	Detained
MSC VALENCIA	8,204	13/5/2022	Malta	-	Y	Detained
MAERSK FRANKFURT	5,920	19/7/2024	Khor Fakkan	Maersk		Fire on board
HORIZON SPIRIT	2,653	26/1/2024	San Diego	Pasha Hawaii		Laid up
HORIZON ENTERPRISE	2,407	13/9/2023	San Diego	Pasha Hawaii		Sold for scrap
NEW VISION	1,730	23/8/2023	Haiphong	-	Y	
ZHONG GU TAI SHAN	1,599	19/6/2023	Shanghai	Zhonggu		Casualty (fire in engine room)
IMEDGHASSEN	1,012	6/11/2021	Bejaia	CNAN-Nord		

Top 30 Non-Operating Owners

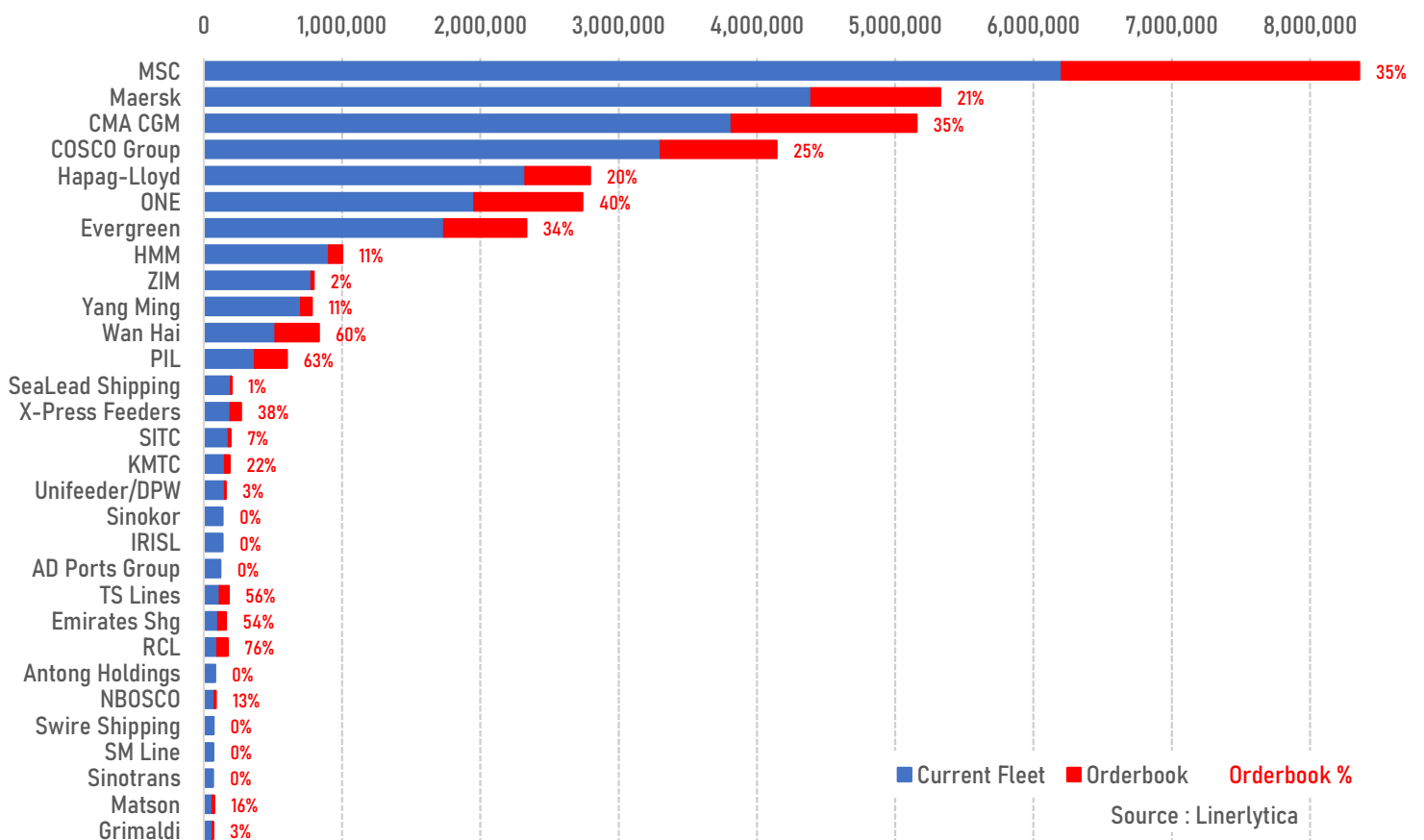
No	Company	Current Fleet			Orderbook			
		No. of ships	Fleet TEU	Ave. Size	No. of ships	Fleet TEU	Ave. Size	Orderbook %
1	Seaspan	187	1,946,403	10,409	32	432,964	13,530	22%
2	Eastern Pacific Shipping (EPS)	57	624,524	10,957	20	260,360	13,018	42%
3	Zodiac Maritime	48	549,812	11,454	10	154,130	15,413	28%
4	Costamare	68	513,806	7,556				
5	Danaos	73	466,102	6,385	14	115,834	8,274	25%
6	Global Ship Lease	69	384,463	5,572				
7	SFL Corporation	33	319,199	9,673	5	84,000	16,800	26%
8	Claus-Peter Offen	27	251,123	9,301				
9	Navios Group	43	210,269	4,890	6	47,000	7,833	22%
10	Nissen Kaiun	50	193,865	3,877	5	46,660	9,332	24%
11	Schulte Group	37	156,994	4,243				
12	MPC Group	62	153,995	2,484	3	3,808	1,269	2%
13	Mitsui & Co.	33	142,504	4,318	2	25,692	12,846	18%
14	Capital Ship Management	31	128,129	4,133	10	84,000	8,400	66%
15	Cido	10	127,616	12,762				
16	Peter Doehle	36	142,177	3,949	4	56,680	14,170	40%
17	Technomar Shg	16	93,929	5,871				
18	Oltmann, D.	12	85,217	7,101				
19	JP Morgan	10	77,524	7,752				
20	Northern Shipping Holding	10	70,453	7,045				
21	Euroseas	23	67,032	2,914	4	14,164	3,541	21%
22	XT Shipping	20	66,134	3,307				
23	Asiatic Lloyd / Atlantic Lloyd	16	65,539	4,096				
24	Celsius Shipping	23	59,667	2,594				
25	Conbulk	21	58,242	2,773				
26	NSB Niederelbe	9	53,910	5,990				
27	Chartworld Shipping	15	52,931	3,529				
28	Ernst Russ	29	51,059	1,761				
29	Contships Management	42	48,235	1,148				
30	Enesel	3	46,320	15,440				

Top 30 Owners : Fleet Capacity in TEU



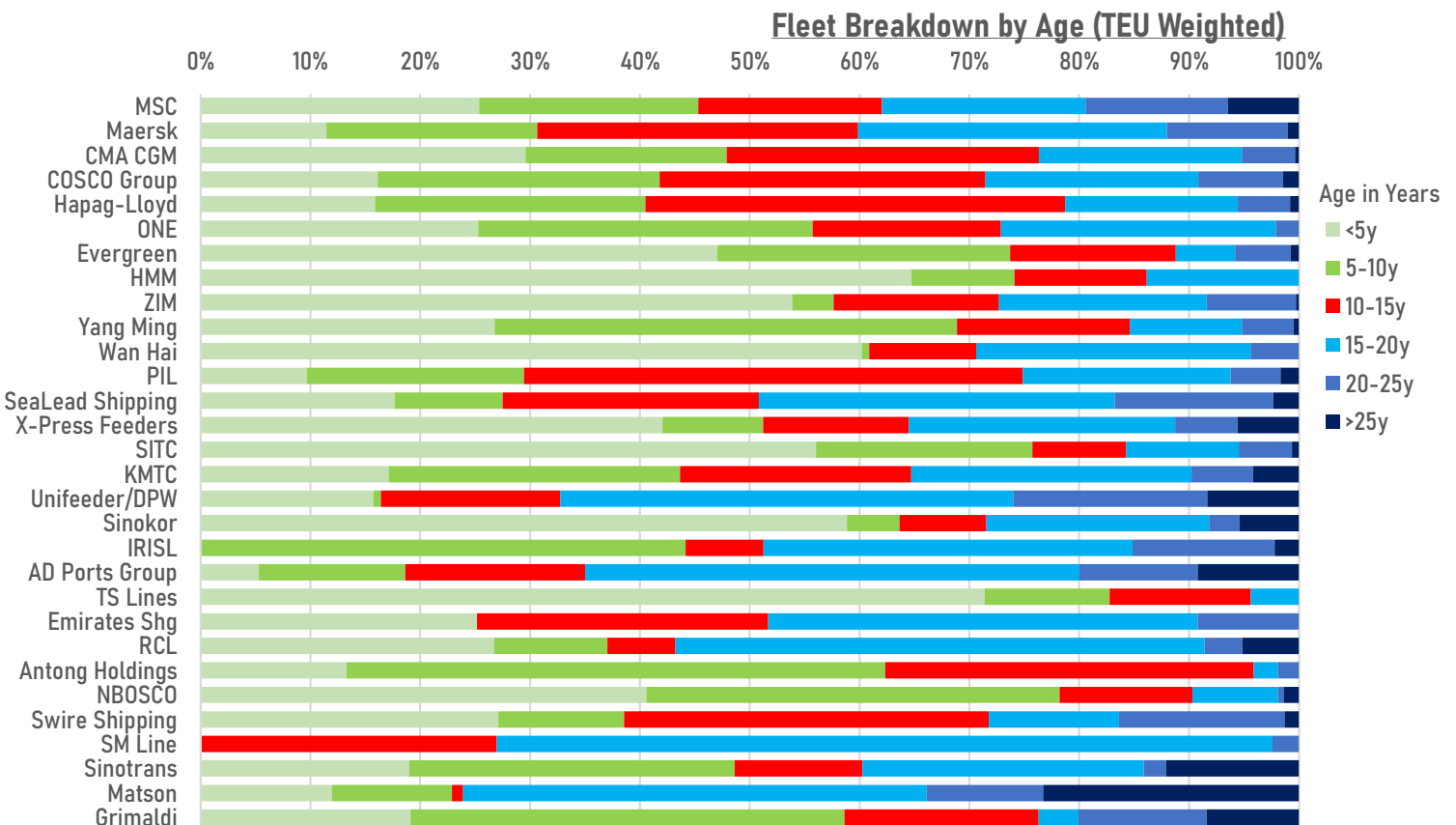
Rank	Company	Current Fleet						Orderbook			Current share of global liner fleet	
		No. of ships	Fleet TEU	Owned/ FL ships	Owned/FL Fleet TEU	Chartered ships	Chartered Fleet TEU	% chartered (TEU)	No. of ships	Orderbook TEU		Orderbook %
1	MSC	875	6,206,819	675	4,395,550	200	1,811,269	29%	142	2,149,838	35%	19.7%
2	Maersk	715	4,394,254	363	2,772,184	352	1,622,070	37%	74	933,242	21%	14.0%
3	CMA CGM	660	3,817,791	339	2,608,101	321	1,209,690	32%	87	1,338,393	35%	12.1%
4	COSCO Group	520	3,306,260	274	2,541,595	246	764,665	23%	51	837,640	25%	10.5%
5	Hapag-Lloyd	297	2,327,232	131	1,348,907	166	978,325	42%	36	466,392	20%	7.4%
6	ONE	251	1,956,004	111	1,063,927	140	892,077	46%	57	782,199	40%	6.2%
7	Evergreen	221	1,738,559	180	1,579,096	41	159,463	9%	52	593,650	34%	5.5%
8	HMM	83	905,706	66	787,689	17	118,017	13%	11	96,400	11%	2.9%
9	ZIM	131	778,963	14	78,197	117	700,766	90%	2	16,484	2%	2.5%
10	Yang Ming	97	704,307	65	379,454	32	324,853	46%	5	77,500	11%	2.2%
11	Wan Hai	117	519,873	112	509,250	5	10,623	2%	29	313,174	60%	1.7%
12	PIL	95	369,385	84	274,036	11	95,349	26%	22	231,230	63%	1.2%
13	SeaLead Shipping	54	198,069	13	65,584	41	132,485	67%	1	1,781	1%	0.6%
14	X-Press Feeders	97	194,096	49	116,018	48	78,078	40%	13	74,670	38%	0.6%
15	SITC	114	180,365	100	164,769	14	15,596	9%	8	12,732	7%	0.6%
16	KMTC	65	154,737	32	87,948	33	66,789	43%	4	33,400	22%	0.5%
17	Unifeeder/DPW	97	153,462	4	1,040	93	152,422	99%	4	5,000	3%	0.5%
18	Sinokor	75	137,271	71	132,198	4	5,073	4%				0.4%
19	IRISL	30	136,615	30	136,615							0.4%
20	AD Ports Group	46	121,120	39	104,982	7	16,138	13%				0.4%
21	TS Lines	45	116,092	37	90,995	8	25,097	22%	7	64,784	56%	0.4%
22	Emirates Shg	24	104,883	9	51,103	15	53,780	51%	4	56,680	54%	0.3%
23	RCL	39	98,290	31	80,248	8	18,042	18%	13	75,138	76%	0.3%
24	Antong Holdings	68	82,077	35	56,139	33	25,938	32%				0.3%
25	NBOSCO	80	77,396	39	49,844	41	27,552	36%	10	9,944	13%	0.2%
26	Swire Shipping	43	70,991	33	55,620	10	15,371	22%				0.2%
27	SM Line	15	70,128	12	59,918	3	10,210	15%				0.2%
28	Sinotrans	54	68,102	30	36,234	24	31,868	47%				0.2%
29	Matson	27	66,174	21	44,119	6	22,055	33%	3	10,860	16%	0.2%
30	Grimaldi	103	64,925	103	64,925				1	2,000	3%	0.2%

Top 30 Carriers : Operated Capacity in TEU

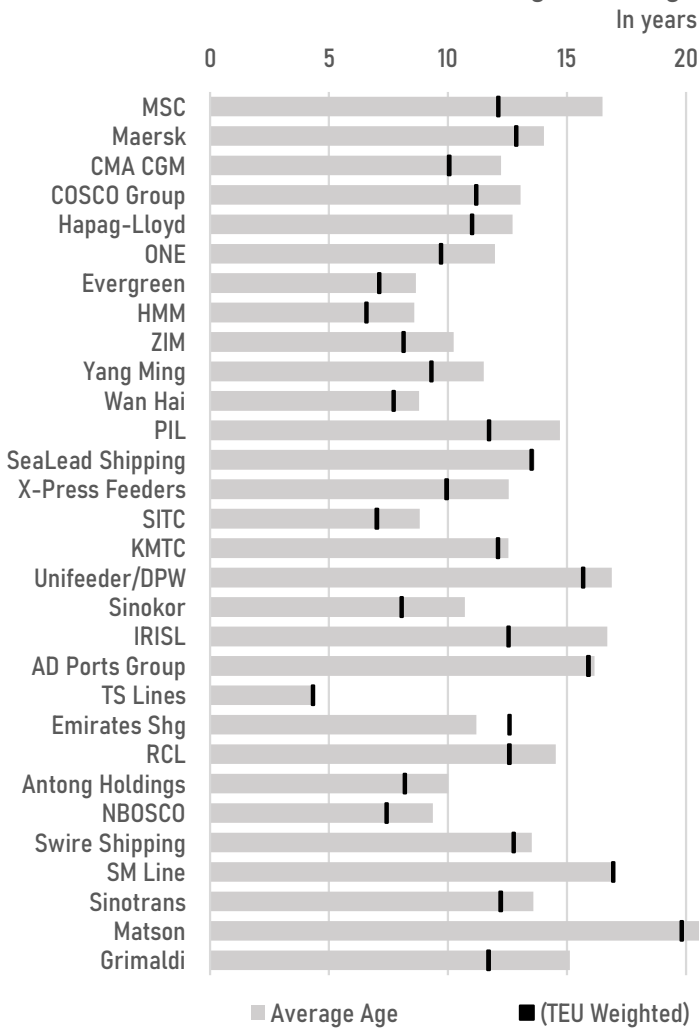


Top 30 Carriers – Fleet Breakdown by Age

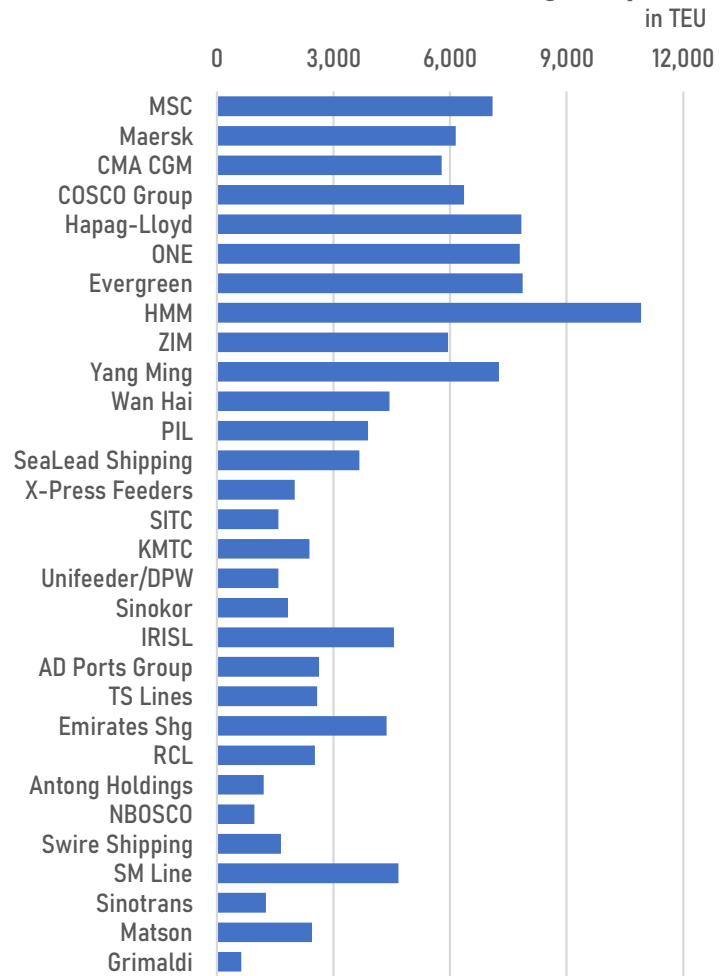
	Current Fleet Count							Orderbook Fleet Count & TEU									
	Breakdown by Age						Average Age	Planned year of delivery									
	<5y	5-10y	10-15y	15-20y	20-25y	>25y		2024	TEU	2025	TEU	2026	TEU	2027	TEU	2028	TEU
1 MSC	109	89	112	250	197	118	16.5	5	71,089	50	647,149	15	167,200	42	645,400	23	466,000
2 Maersk	78	94	177	247	109	10	14.0			14	212,582	9	68,660	13	113,400	27	359,600
3 CMA CGM	145	96	147	201	61	17	12.2	3	17,524	22	268,045	21	373,824	23	386,800	16	255,300
4 COSCO Group	81	82	138	139	59	21	13.1			15	221,560	5	78,620	20	345,560	10	178,200
5 Hapag-Lloyd	38	54	96	80	25	5	12.7			5	96,586	3	24,774	9	101,832	12	156,000
6 ONE	42	44	63	95	7		12.0			12	165,099	13	160,700	18	244,900	14	211,500
7 Evergreen	98	48	28	19	23	5	8.7	3	20,855	18	163,281	10	141,514	19	236,000	2	32,000
8 HMM	37	9	17	20			8.6			6	51,400	5	45,000				
9 ZIM	51	6	27	33	13	1	10.2	1	8,242	1	8,242						
10 Yang Ming	24	23	16	26	6	2	11.5					4	62,000	1	15,500		
11 Wan Hai	61	2	17	33	4		8.8			5	54,374	9	74,100	11	120,700	4	64,000
12 PIL	4	11	35	28	11	6	14.7	1	14,410	5	52,820	2	21,000	10	106,600	4	36,400
13 SeaLead Shipping	10	6	10	18	6	4	13.6			1	1,781						
14 X-Press Feeders	27	10	11	35	7	7	12.5			4	4,920	3	3,750	2	22,000	4	44,000
15 SITC	50	22	14	17	9	2	8.8			2	2,046	2	3,562	4	7,124		
16 KMTC	11	23	8	10	5	8	12.5			2	16,000			2	17,400		
17 Unifeeder/DPW	7	4	19	39	19	9	16.9					4	5,000				
18 Sinokor	33	5	6	22	2	7	10.7										
19 IRISL		5	3	11	7	4	16.7										
20 AD Ports Group	2	6	9	19	5	5	16.2										
21 TS Lines	32	7	3	3			4.4					1	7,092	6	57,692		
22 Emirates Shg	8		6	8	2		11.2					1	14,170	3	42,510		
23 RCL	6	8	2	15	2	6	14.5	1	11,714	1	7,092	2	14,184	7	33,384	2	8,764
24 Antong Holdings	8	20	21	4	4		10.0										
25 NBOSCO	20	30	14	9	1	1	9.4			4	4,232	6	5,712				
26 Swire Shipping	8	5	16	13	6	1	13.5										
27 SM Line			5	9	1		16.9										
28 Sinotrans	8	10	10	18	2	6	13.6										
29 Matson	3	2	2	8	4	8	21.0					1	3,620	2	7,240		
30 Grimaldi	19	14	28	7	22	17	15.1	1	2,000								



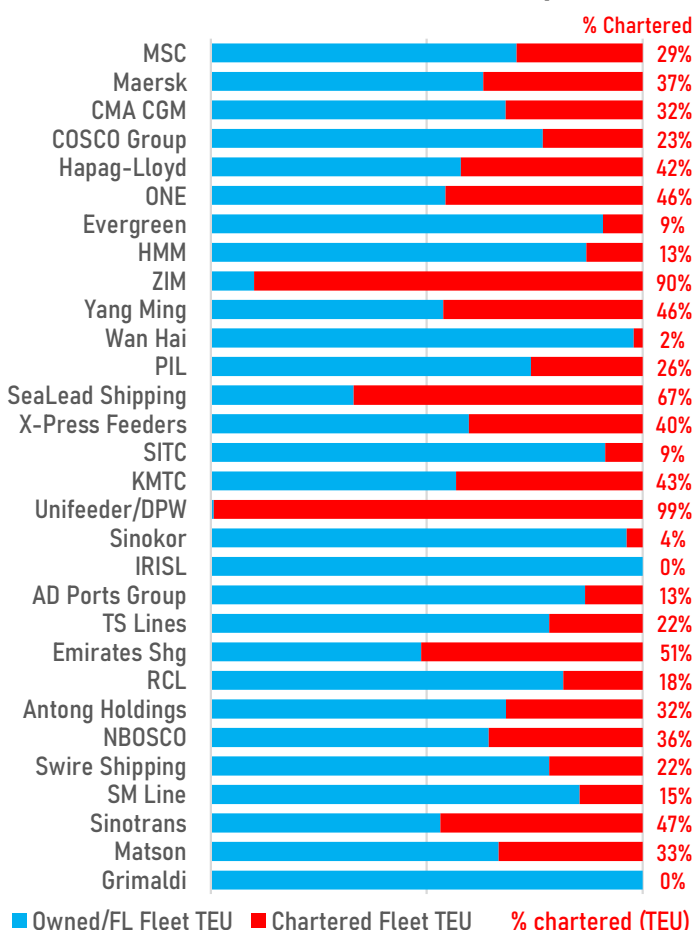
Average Fleet Age



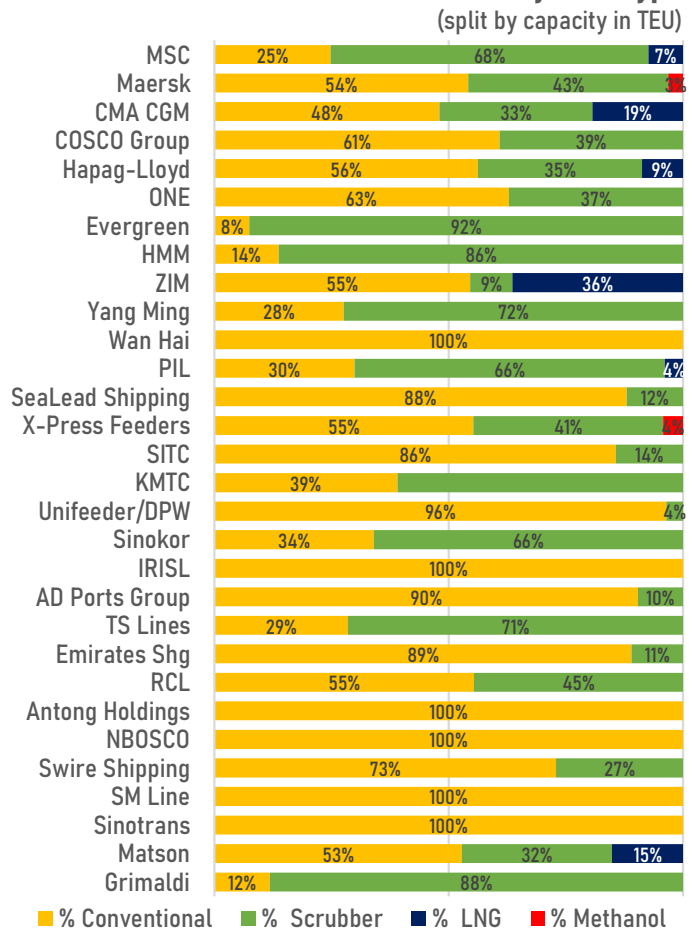
Average Ship Size



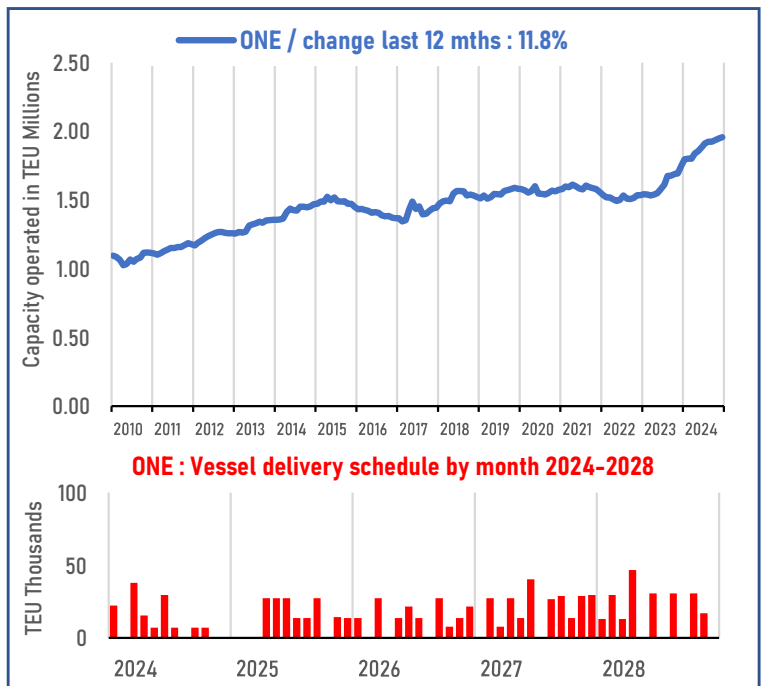
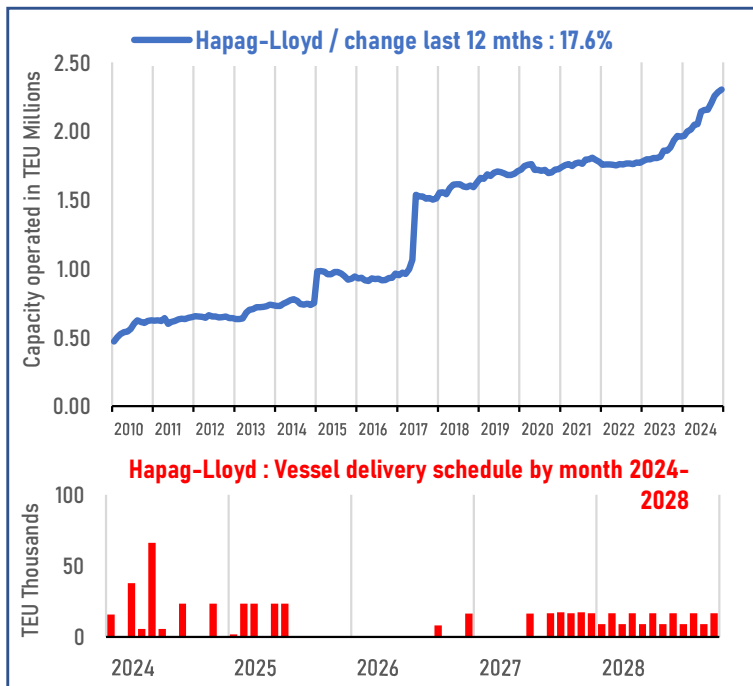
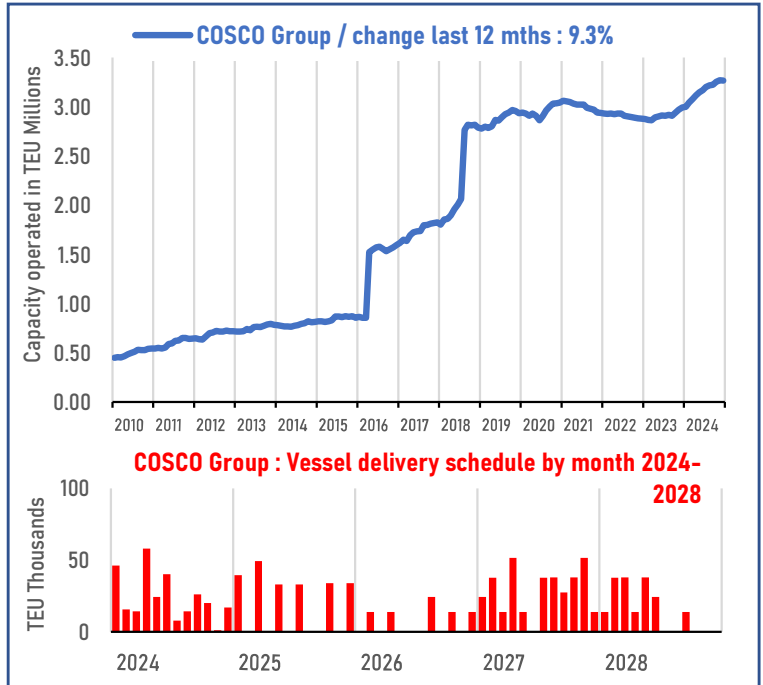
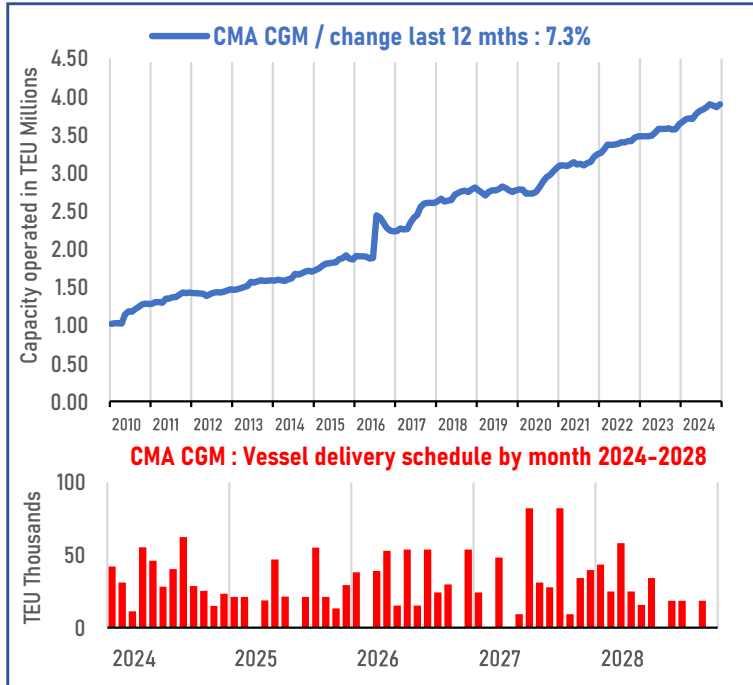
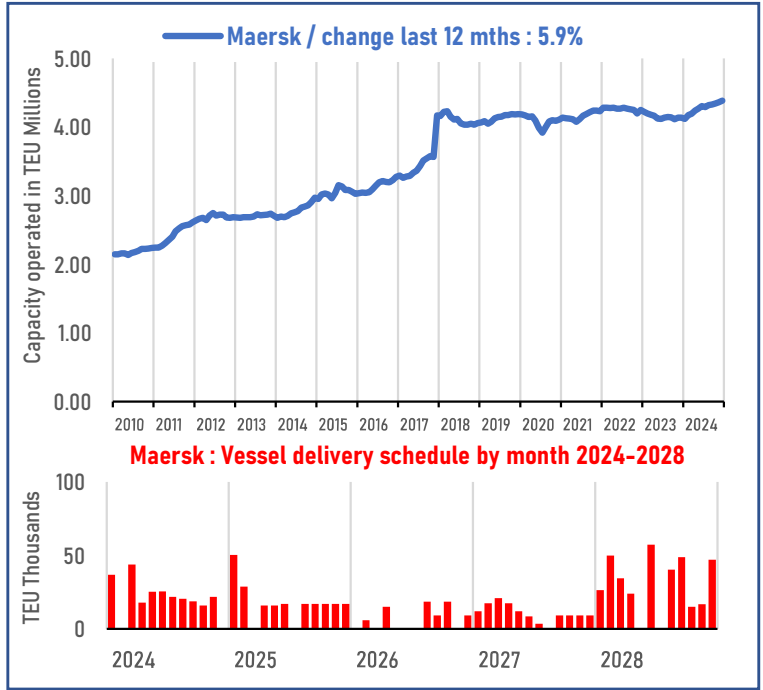
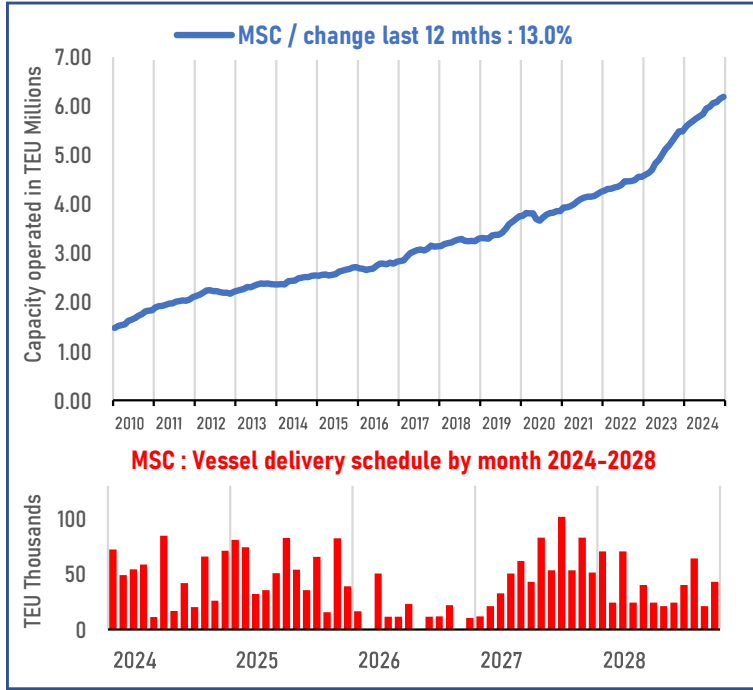
Fleet Breakdown : Owned/Chartered



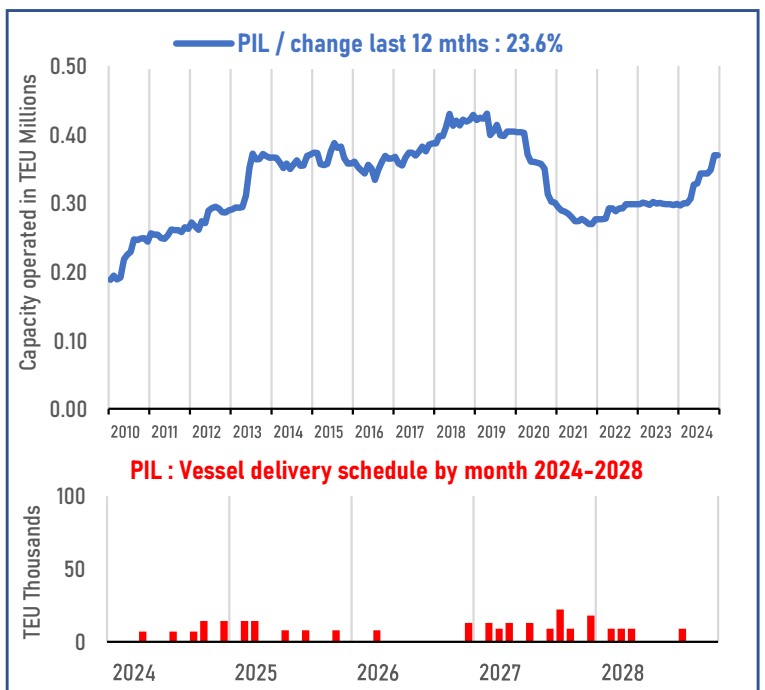
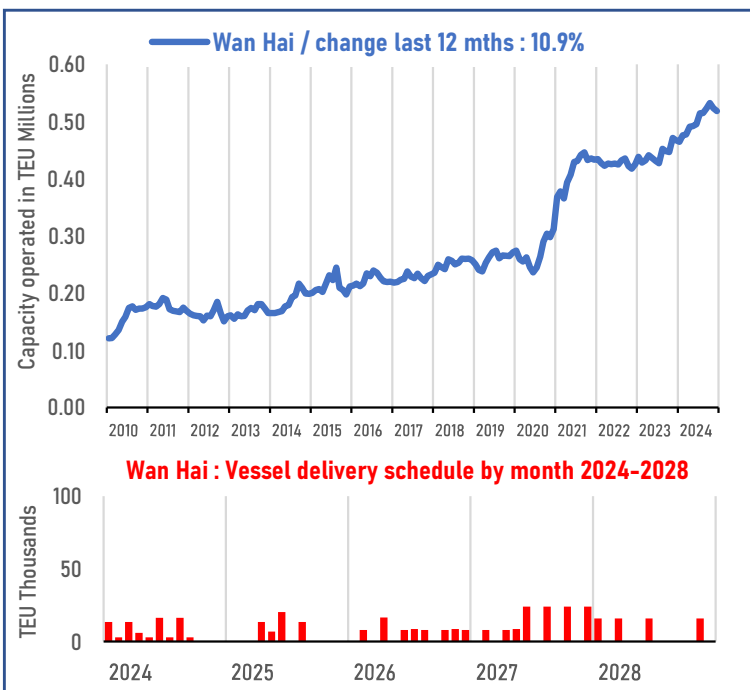
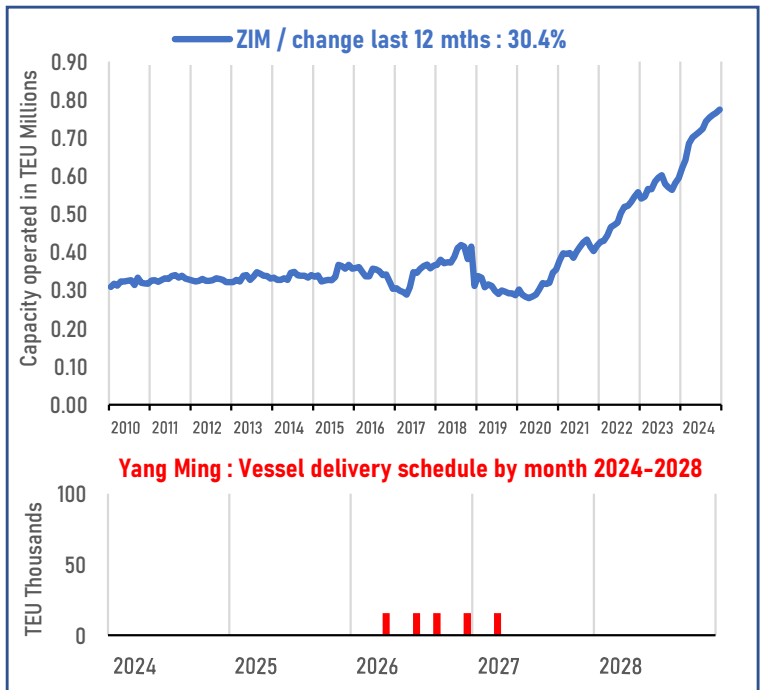
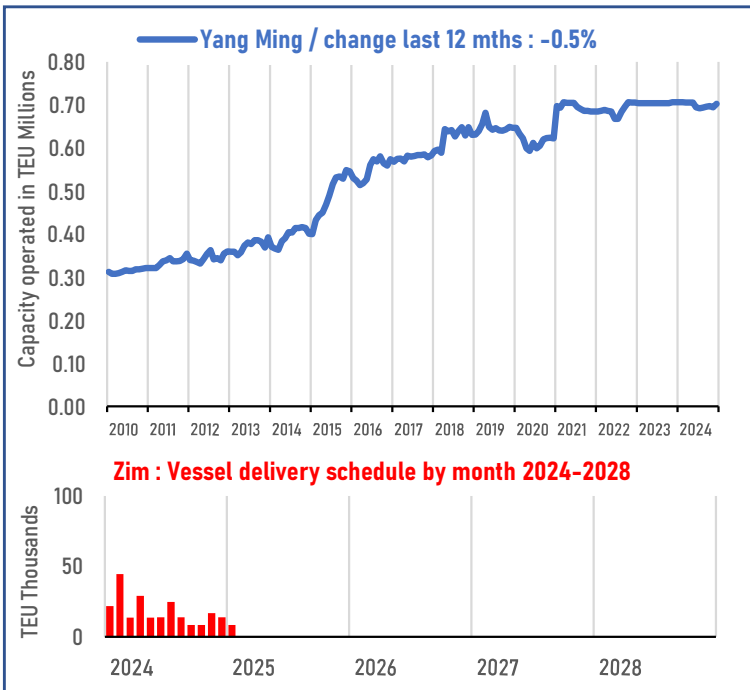
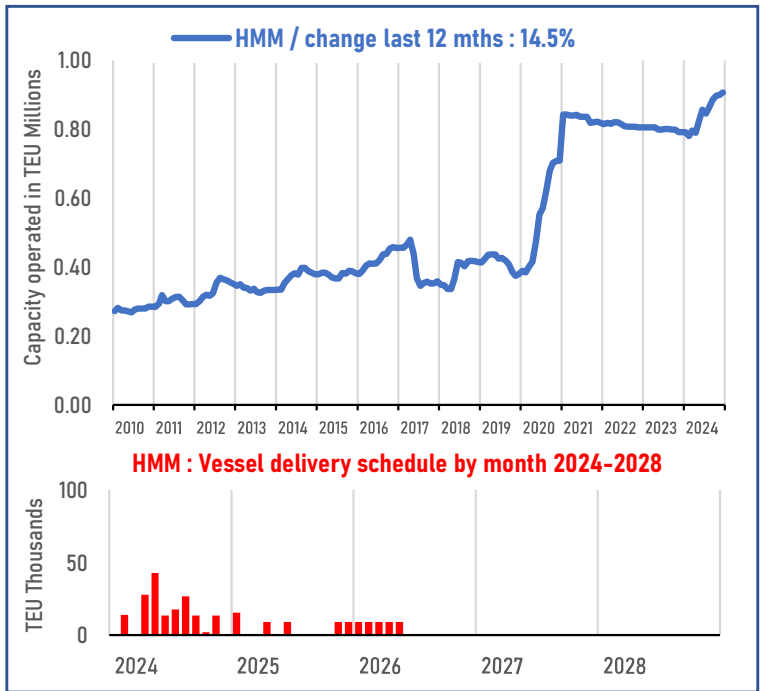
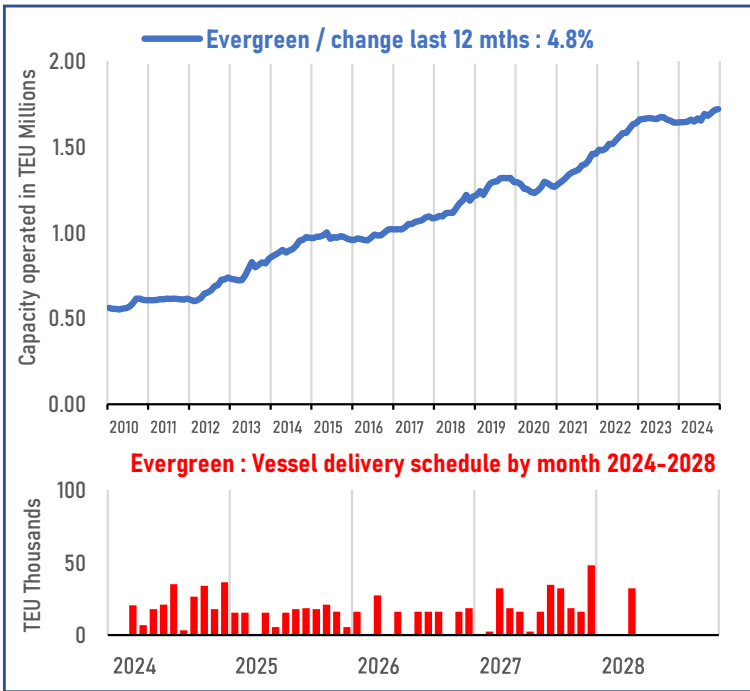
Fleet Breakdown by Fuel Type



Top Carriers 1-6 : Capacity Evolution

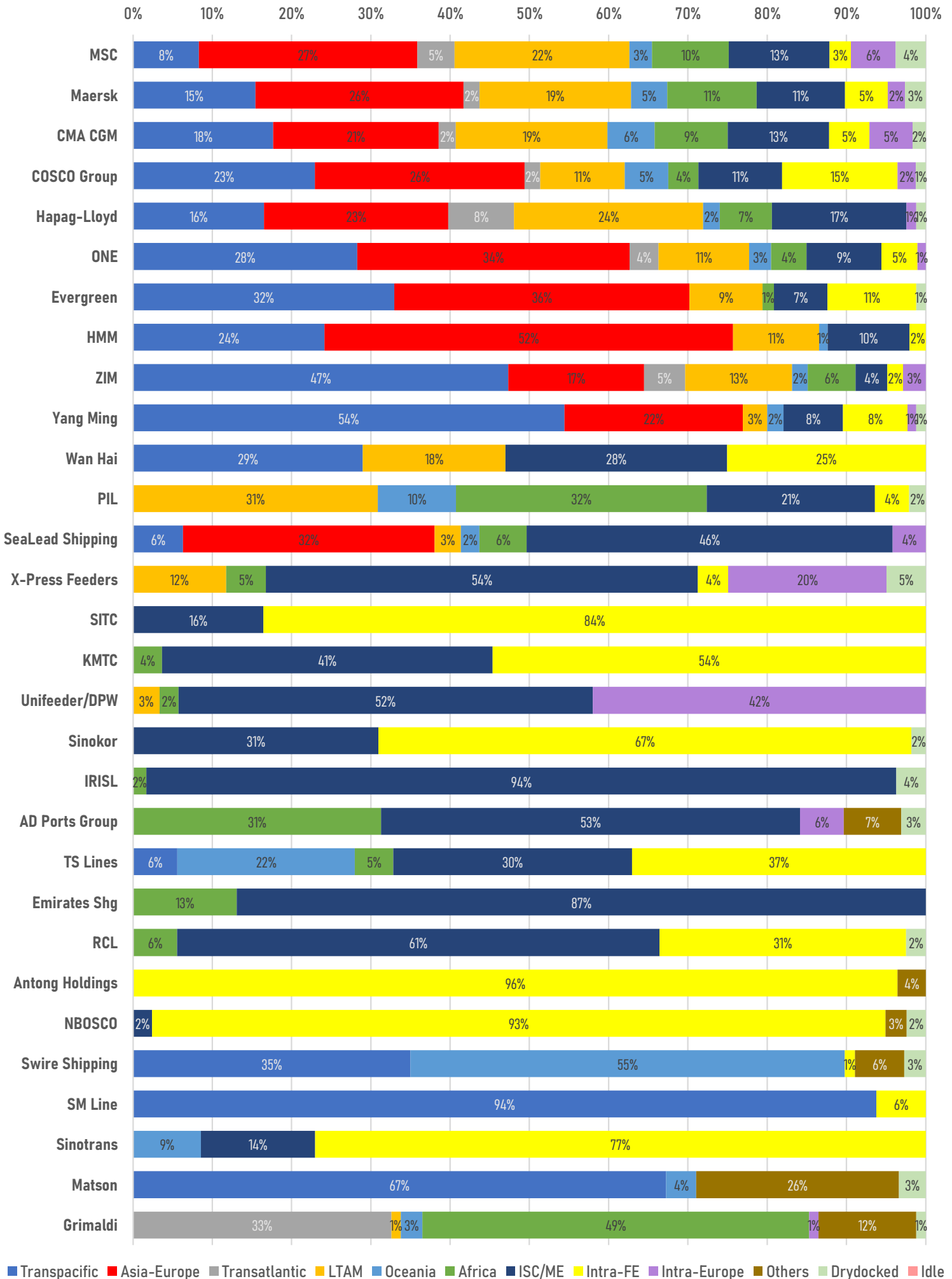


Top Carriers 7-12 : Capacity Evolution



Main Carriers : Fleet Deployment

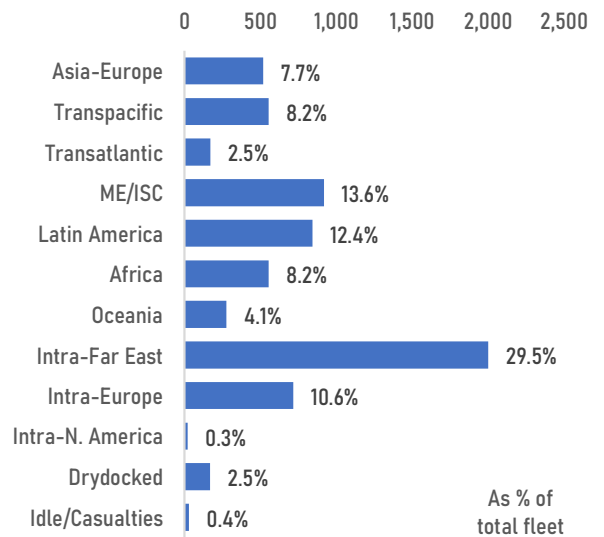
Top 30 Carriers : Capacity Deployment Profile by Trade



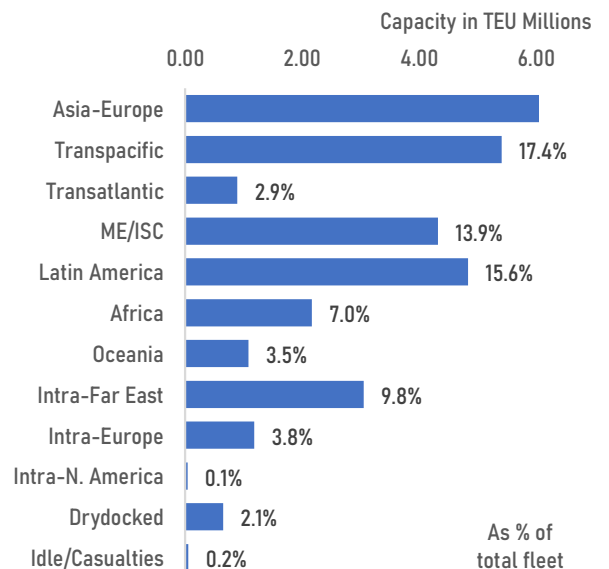
■ Transpacific ■ Asia-Europe ■ Transatlantic ■ LTAM ■ Oceania ■ Africa ■ ISC/ME ■ Intra-FE ■ Intra-Europe ■ Others ■ Drydocked ■ Idle

	Ships	TEU	Change		Average TEU
			MoM	YoY	
Asia-Europe	519	7,393,344	1.8%	28.4%	14,245
Far East-Med	236	2,865,186	2.7%	49.5%	12,141
Far East-North Europe	283	4,528,158	1.2%	17.9%	16,001
Transpacific	555	5,412,489	1.1%	6.1%	9,761
Far East-East Coast N. America	247	2,682,523	1.0%	-4.6%	10,689
Far East-West Coast N. America	308	2,729,966	1.3%	19.2%	8,868
Transatlantic	171	892,088	-1.0%	-5.5%	5,217
Med-North America	74	396,706	-0.8%	-5.1%	5,361
North Europe-North America	97	495,382	-1.2%	-5.8%	5,107
Middle East/Indian Subcontinent	921	4,321,478	1.0%	10.6%	4,695
North America-ME/ISC	70	501,411	-2.8%	32.0%	7,163
Europe-ME/ISC	145	1,044,537	-0.3%	14.9%	7,204
Far East-Middle East	202	1,321,198	1.0%	11.6%	6,482
Far East-Indian Subcontinent	185	858,619	6.5%	9.2%	4,654
Far East-Bengal	94	178,855	-2.1%	8.0%	1,903
ISC-Bengal	15	23,125	-10.7%	2.5%	1,542
Intra-ISC	37	63,919	13.7%	20.7%	1,728
Intra-ME	92	115,620	-7.8%	-41.7%	1,257
ME-ISC	81	214,194	1.2%	1.7%	2,644
Latin America	844	4,839,192	1.3%	20.4%	5,734
Far East-Latin America	293	2,836,678	3.1%	34.7%	9,681
North America-Latin America	199	565,284	-1.5%	4.2%	2,841
Europe-Latin America	178	1,040,874	-0.8%	-2.6%	5,848
Intra-Latin America	174	396,356	-1.1%	31.2%	2,278
Africa	555	2,169,759	1.4%	-2.1%	3,909
Far East-Africa	192	1,095,780	3.0%	-2.3%	5,707
Europe-Africa	138	484,352	-7.2%	-21.1%	3,481
Americas-Africa	22	71,595	30.7%	30.9%	2,918
Africa-ME/ISC	127	390,516	5.6%	19.0%	3,075
Intra-Africa	76	127,516	-2.0%	29.1%	1,678
Oceania	277	1,084,860	2.3%	0.6%	3,916
Europe-ANZ	30	183,052	4.7%	1.9%	6,102
Far East-ANZ	143	712,104	2.4%	5.3%	4,980
Far East-South Pacific	44	62,745	0.3%	-25.0%	1,426
North America-Oceania	21	80,176	0.8%	-10.6%	3,818
Intra Oceania	39	46,783	-2.3%	-4.5%	1,200
Intra-Far East	2,002	3,053,540	0.3%	0.9%	1,525
North Asia-Southeast Asia	672	1,605,498	0.3%	4.7%	2,389
Intra-North Asia	312	333,186	-1.7%	-9.0%	1,068
Intra-Southeast Asia	132	212,752	4.9%	3.0%	1,612
Russia Far East	88	98,590	1.0%	0.2%	1,120
Domestic - Japan	50	13,185	9.1%	3.9%	264
Domestic - China	415	592,365	0.9%	-5.4%	1,427
Domestic - Philippines	50	29,875	1.5%	57.7%	598
Domestic - Vietnam	29	23,178	-6.8%	-4.2%	799
Domestic - Thailand	15	2,778	0.0%	21.1%	185
Domestic - Malaysia	18	12,736	-14.8%	-3.5%	708
Domestic - Indonesia	221	129,397	-1.9%	2.6%	586
Intra-Europe	718	1,183,499	-0.4%	3.3%	1,648
Intra-Iberia	50	55,062	-10.4%	-13.6%	1,101
Intra-Med	363	531,557	-0.2%	7.1%	1,464
Intra-North Europe	231	262,175	1.8%	1.2%	1,135
North Europe-Med	74	334,705	-0.5%	2.6%	4,523
Intra-North America	21	43,311	2.8%	-8.1%	2,062
Jones Act	16	36,209	-5.8%	-16.7%	2,263
Canada	5	7,102	93.2%	93.2%	1,420
Tramp	8	14,720	-15.6%	NA	1,840
Drydocked	169	649,745	-14.2%	-12.1%	3,845
Idle/Casualties	30	54,006	-33.7%	-60.2%	1,800
Total All Containerships	6,789	31,112,030	0.7%	10.6%	4,583

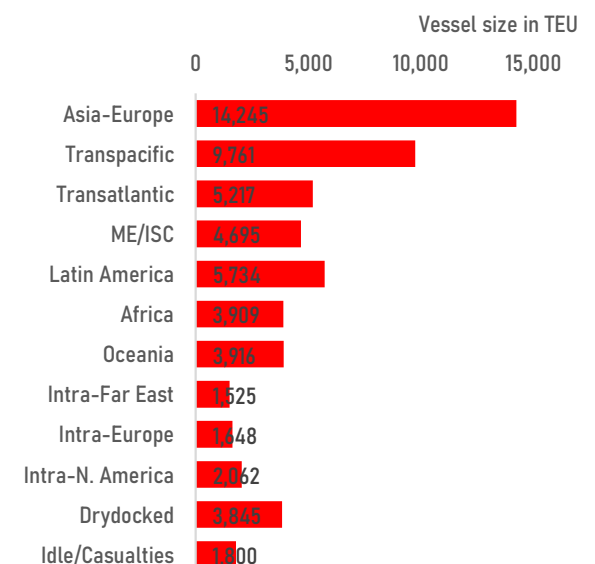
Deployment breakdown by vessel



Deployment breakdown by capacity



Average vessel size by trade



Breakdown by Trade (In Units)

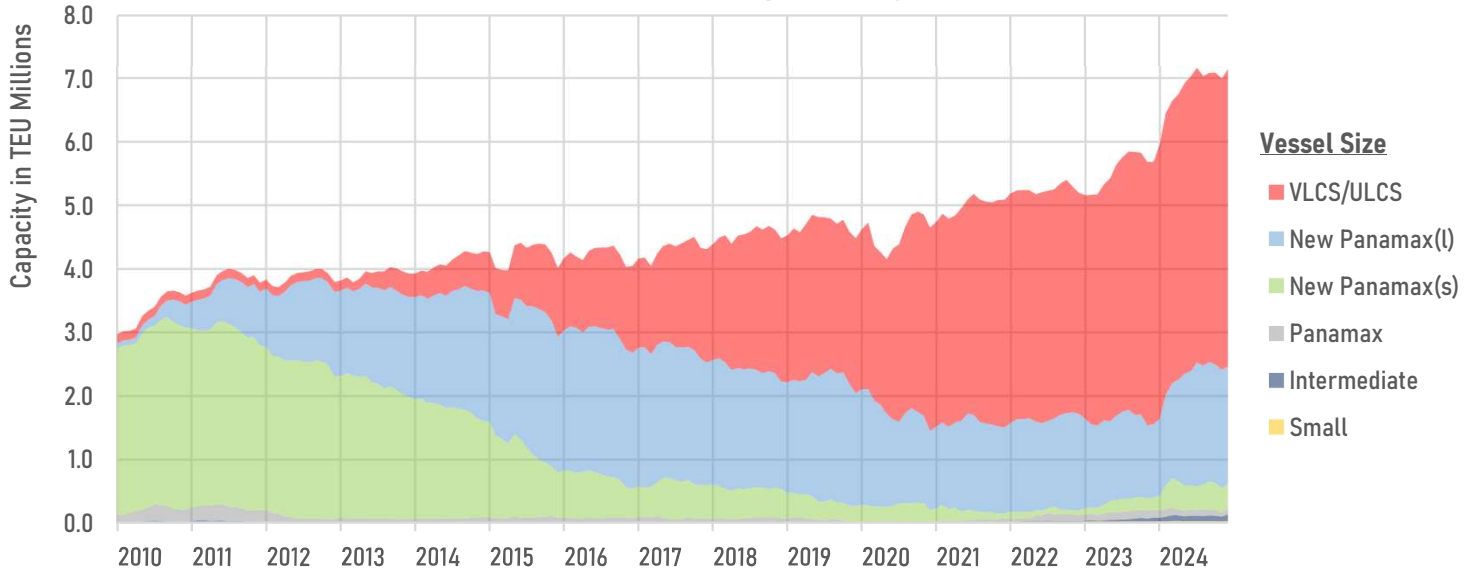
Vessel Class	Asia-Europe	Trans Pacific	Trans Atlantic	ISC/ME	Latin America	Africa	Oceania	Intra-Far East	Intra-Europe	Intra-N. America	Tramp Trades	Drydock	Idle/Casualty	Total Units
ULCS	182	2	0	6	0	0	0	0	0	0	0	5	0	194
VLCS	27	2	0	0	2	0	0	0	0	0	0	1	0	31
VLCS (widebeam)	17	0	0	0	1	0	0	0	0	0	0	0	0	18
Neopanamax max	109	93	0	23	33	11	0	0	0	0	0	1	1	270
Neopanamax max (wb)	2	21	0	2	30	0	0	0	0	0	0	0	0	55
Supra neo-panamax	15	54	2	24	12	12	0	0	0	0	0	0	0	118
Supra neo-panamax (wb)	15	76	0	31	125	8	7	0	1	0	0	5	0	267
Handy neo-panamax	30	135	18	82	59	15	20	0	8	0	0	12	2	380
Handy neo-panamax (wb)	10	48	6	56	40	22	13	6	3	0	0	6	0	209
Over-panamax	16	39	37	91	73	39	35	18	14	0	0	9	0	370
Over-panamax (wb)	6	23	9	39	30	57	17	17	1	0	0	7	0	206
Maxi panamax	5	10	48	31	25	16	8	24	12	0	0	5	0	184
Panamax	9	19	17	64	38	75	38	61	15	2	0	8	0	346
Baby panamax	7	6	9	29	23	35	16	20	9	3	0	10	0	167
Feeder max	29	11	8	118	150	97	31	221	84	4	0	24	0	777
Chittagongmax	18	7	5	107	41	47	30	186	63	0	0	7	2	513
Bangkokmax	14	5	1	76	51	21	6	345	86	0	0	11	1	617
Feeder (European spec)	1	0	3	27	54	21	3	83	288	1	0	14	3	498
Feeder (Asian spec)	5	0	1	53	20	25	18	568	63	0	2	13	6	774
Small Feeder	0	0	0	18	3	14	15	233	26	0	2	11	4	326
Small	0	0	0	36	8	4	5	206	36	0	0	12	8	315
Combo Large (>20,000 dwt)	4	7	7	6	7	32	5	4	2	7	4	4	2	91
Combo Small (<20,000 dwt)	1	0	0	3	19	4	10	10	7	4	0	4	1	63
Total	519	555	171	921	844	555	277	2,002	718	21	8	169	30	6,789

Breakdown by Trade (In TEU)

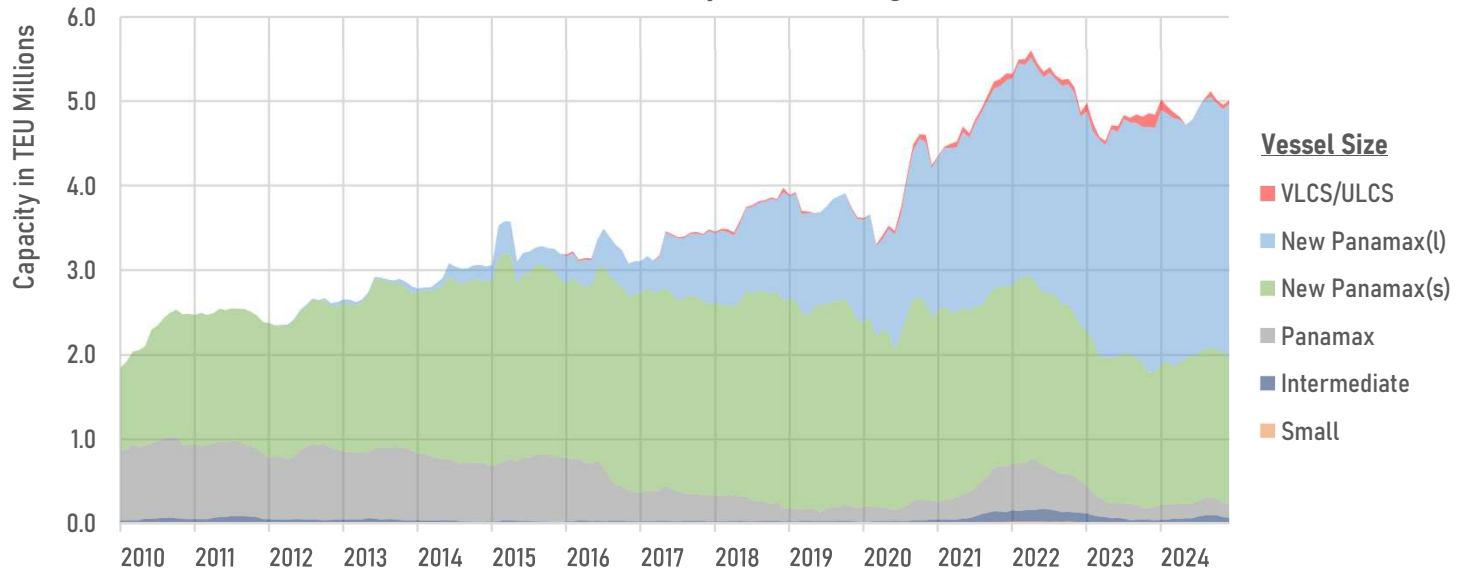
Vessel Class	Asia-Europe	Trans Pacific	Trans Atlantic	ISC/ME	Latin America	Africa	Oceania	Intra-Far East	Intra-Europe	Intra-N. America	Tramp Trades	Drydock	Idle/Casualty	Total Units
ULCS	3,950,215	29,074	0	116,438	0	0	0	0	0	0	0	108,226	0	4,203,953
VLCS	462,835	27,750	0	0	32,044	0	0	0	0	0	0	16,652	0	539,281
VLCS (widebeam)	263,378	0	0	0	15,282	0	0	0	0	0	0	0	0	278,660
Neopanamax max	1,623,010	1,350,929	0	343,368	508,804	163,261	0	0	0	0	0	14,036	14,952	4,018,359
Neopanamax max (wb)	28,216	282,554	0	27,886	403,230	0	0	0	0	0	0	0	0	741,886
Supra neo-panamax	193,128	719,349	26,300	321,259	160,670	160,154	0	0	0	0	0	0	0	1,580,860
Supra neo-panamax (wb)	151,876	810,006	0	301,841	1,273,042	80,085	65,974	0	9,288	0	0	48,461	0	2,740,573
Handy neo-panamax	283,728	1,246,633	156,834	740,134	547,769	130,599	176,628	0	72,075	0	0	104,965	16,408	3,475,773
Handy neo-panamax (wb)	74,826	355,858	43,333	409,628	310,977	161,851	87,191	41,356	21,440	0	0	45,599	0	1,552,059
Over-panamax	99,985	239,617	236,790	565,867	439,925	221,829	206,053	101,754	86,000	0	0	51,431	0	2,249,250
Over-panamax (wb)	29,258	121,201	40,865	187,600	128,535	254,953	88,253	80,637	4,662	0	0	33,095	0	969,059
Maxi panamax	25,404	51,253	226,628	151,505	121,449	74,412	40,751	121,072	60,229	0	0	24,452	0	897,155
Panamax	38,558	82,225	72,550	277,891	161,963	322,527	163,434	262,460	64,794	5,648	0	33,801	0	1,485,851
Baby panamax	23,668	21,158	28,482	98,519	74,972	116,550	53,498	65,920	28,931	9,626	0	32,490	0	553,814
Feeder max	70,009	30,657	23,477	300,123	396,948	253,815	82,036	590,618	212,169	7,894	0	57,671	0	2,025,417
Chittagongmax	36,314	17,704	10,294	239,948	84,314	91,729	60,702	375,388	113,340	0	0	13,628	3,432	1,046,793
Bangkokmax	27,479	8,942	1,380	131,977	82,956	37,436	10,540	606,150	136,896	0	0	19,227	1,599	1,064,582
Feeder (European spec)	735	0	2,648	29,160	56,287	23,025	3,137	67,274	271,581	1,200	0	14,126	2,365	471,538
Feeder (Asian spec)	6,082	0	857	53,359	21,786	26,374	18,820	554,801	65,149	0	1,936	12,418	5,742	767,324
Small Feeder	0	0	0	10,499	2,054	8,944	9,081	124,448	16,140	0	1,104	6,576	2,228	181,074
Small	0	0	0	9,144	2,781	1,501	1,710	52,262	15,112	0	0	4,184	1,960	88,654
Combo Large (>20,000 dwt)	3,990	17,580	21,650	4,544	8,456	39,702	10,272	6,328	2,674	15,897	11,680	7,646	5,060	155,479
Combo Small (<20,000 dwt)	650	0	0	788	4,948	1,012	6,780	3,072	3,019	3,046	0	1,061	260	24,636
Total	7,393,344	5,412,489	892,088	4,321,478	4,839,192	2,169,759	1,084,860	3,053,540	1,183,499	43,311	14,720	649,745	54,006	31,112,030

Fleet Deployment Evolution by Trade (East-West)

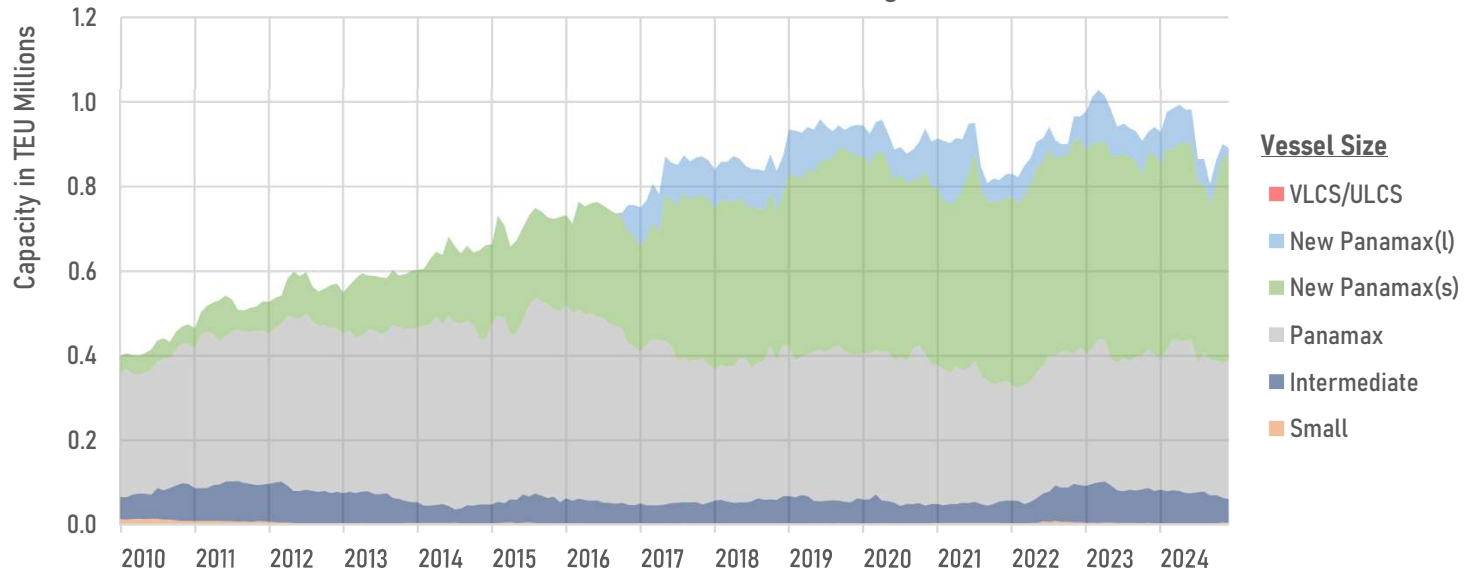
Asia Europe / change last 12 mths : 28.4%



Transpacific / change last 12 mths : 6.1%

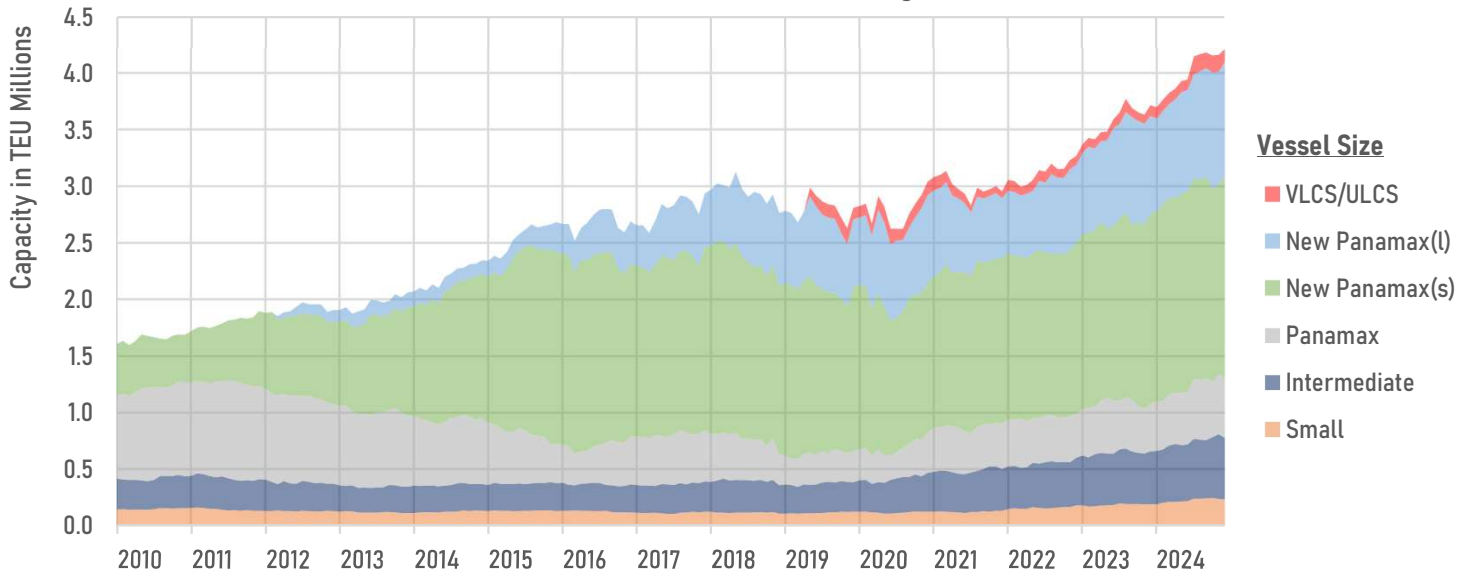


Transatlantic / change last 12 mths : -5.5%

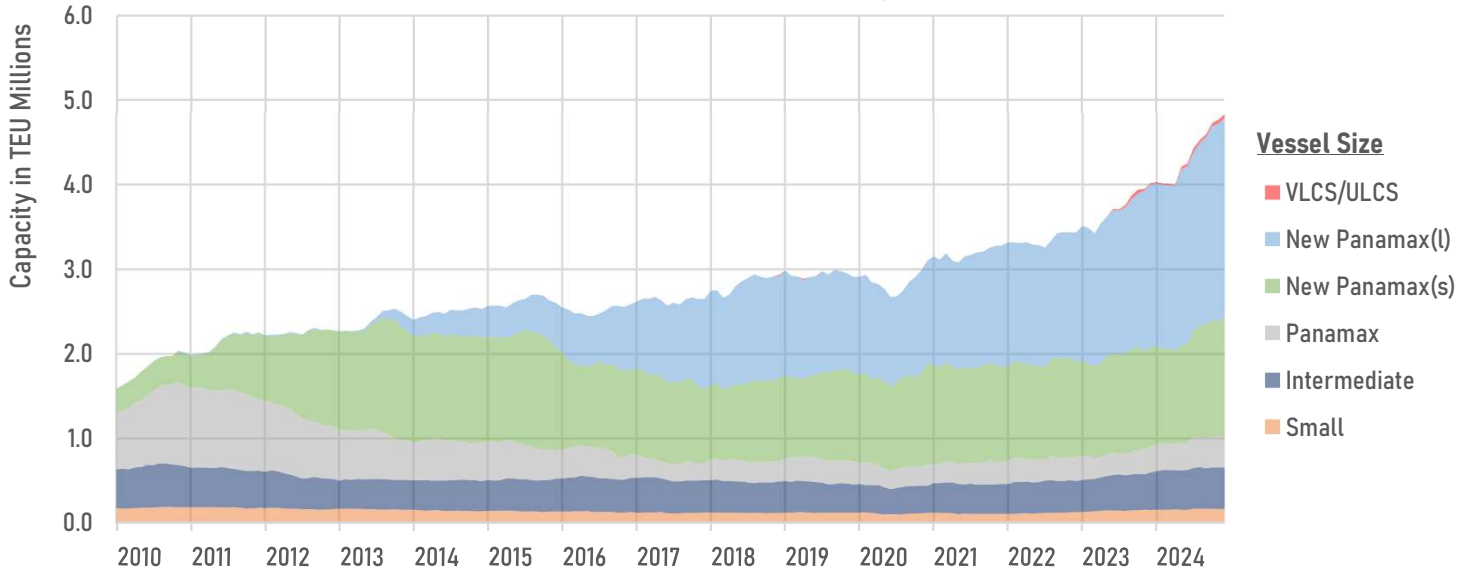


Fleet Deployment Evolution by Trade (North-South)

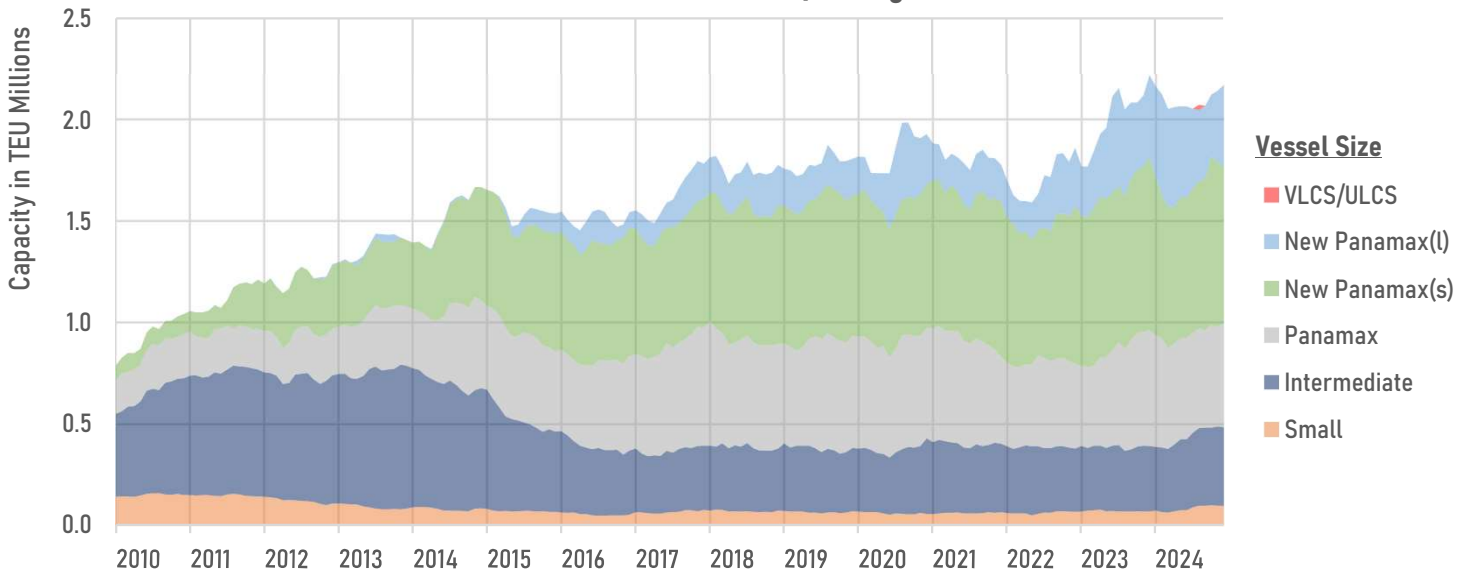
South Asia & Middle East / change last 12 mths : 10.6%



Latin America / change last 12 mths : 20.4%

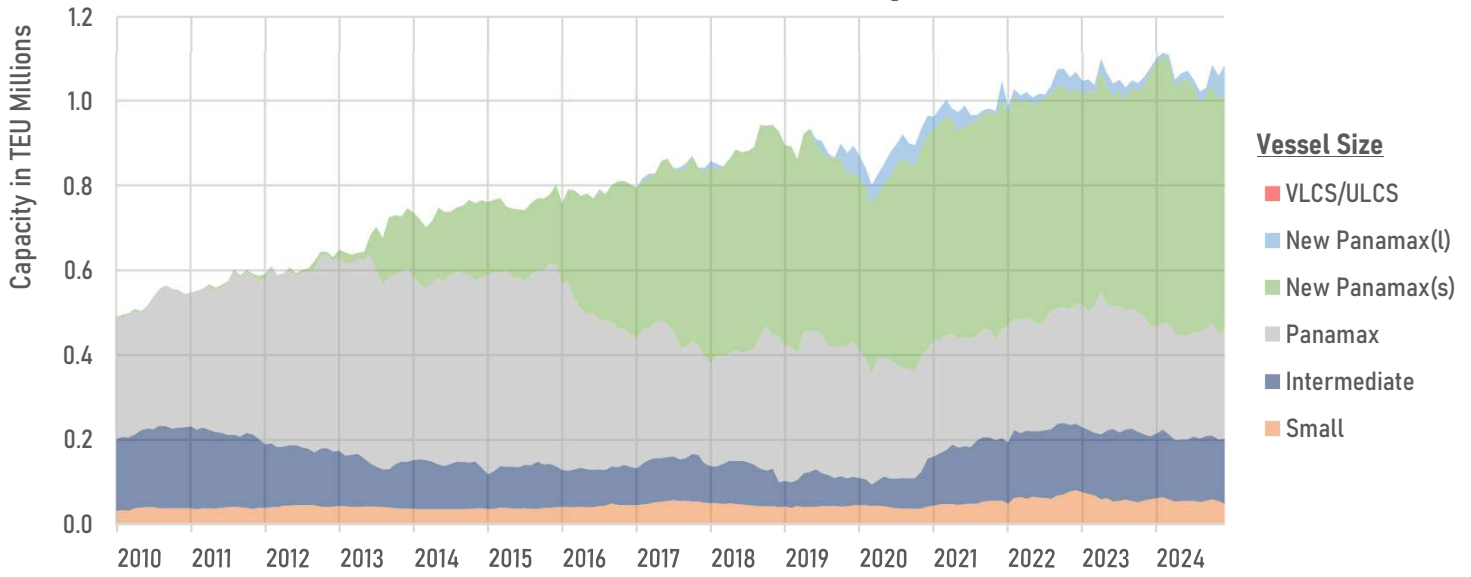


Africa / change last 12 mths : -2.1%

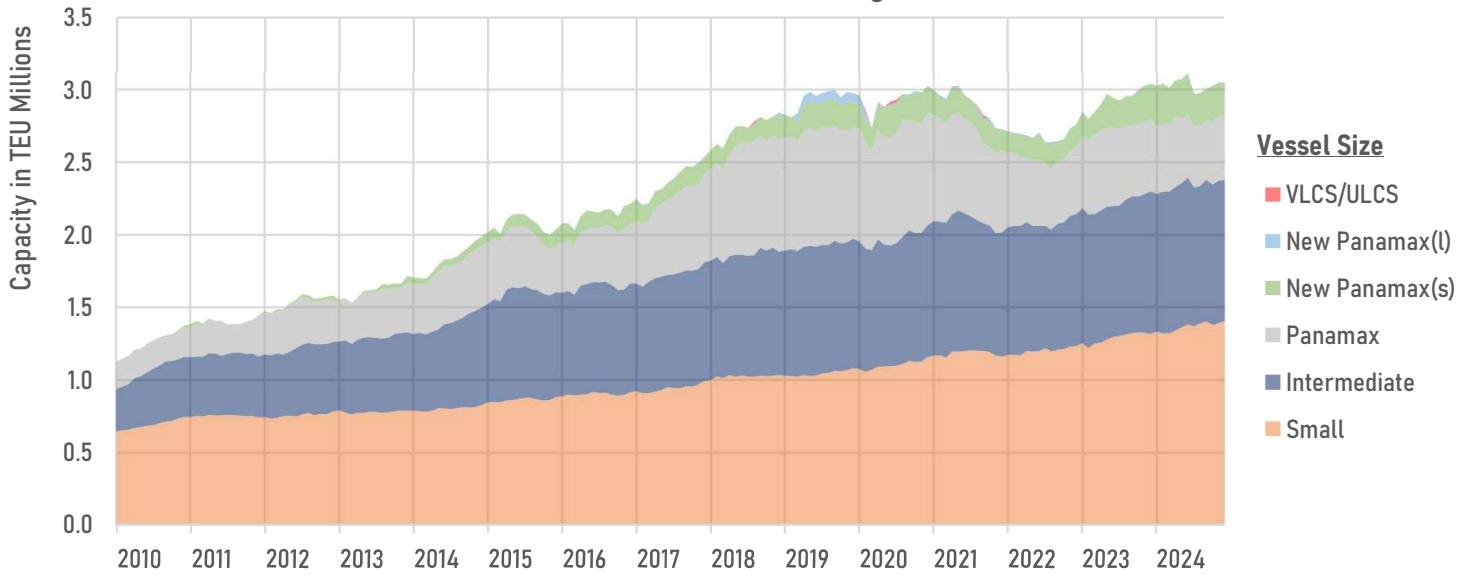


Fleet Deployment Evolution by Trade (Regional)

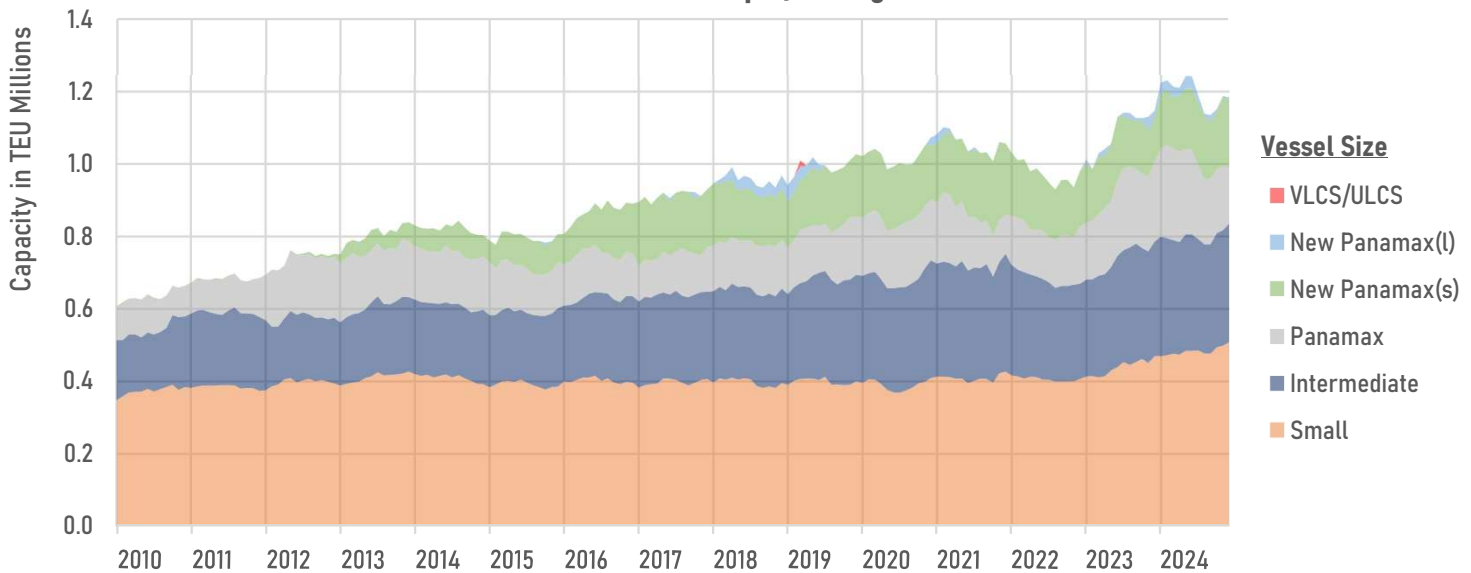
Oceania / change last 12 mths : 0.6%



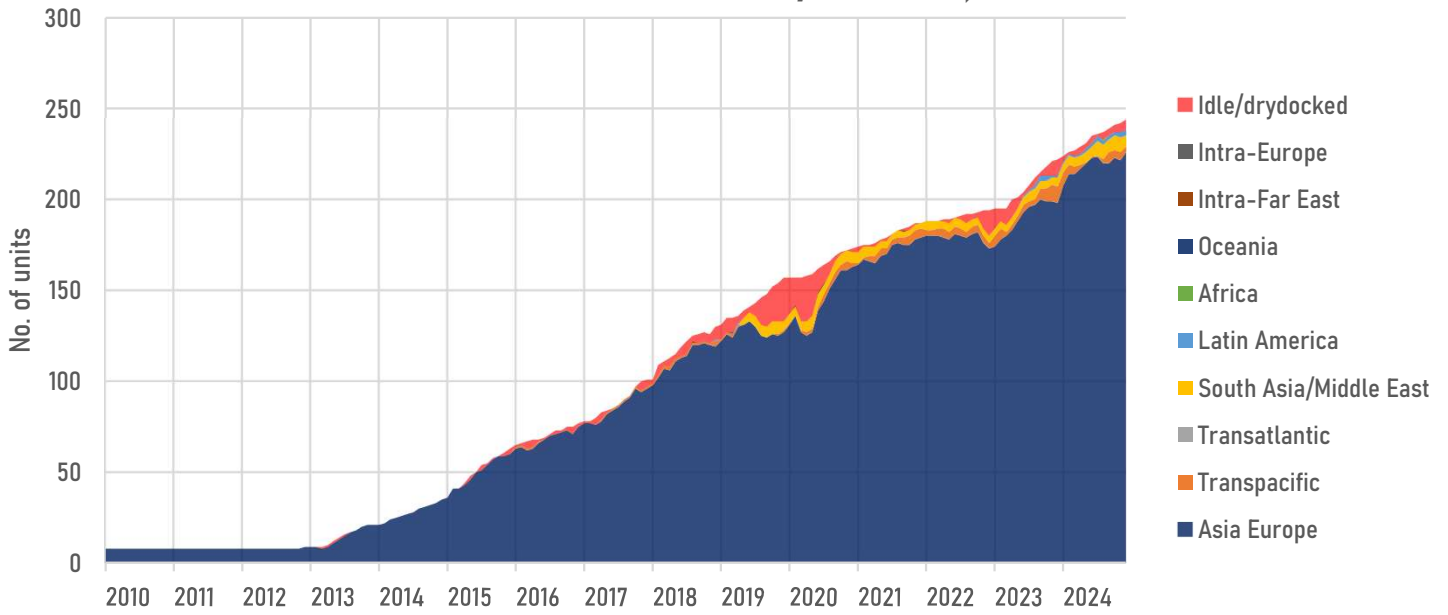
Intra-Far East / change last 12 mths : 0.9%



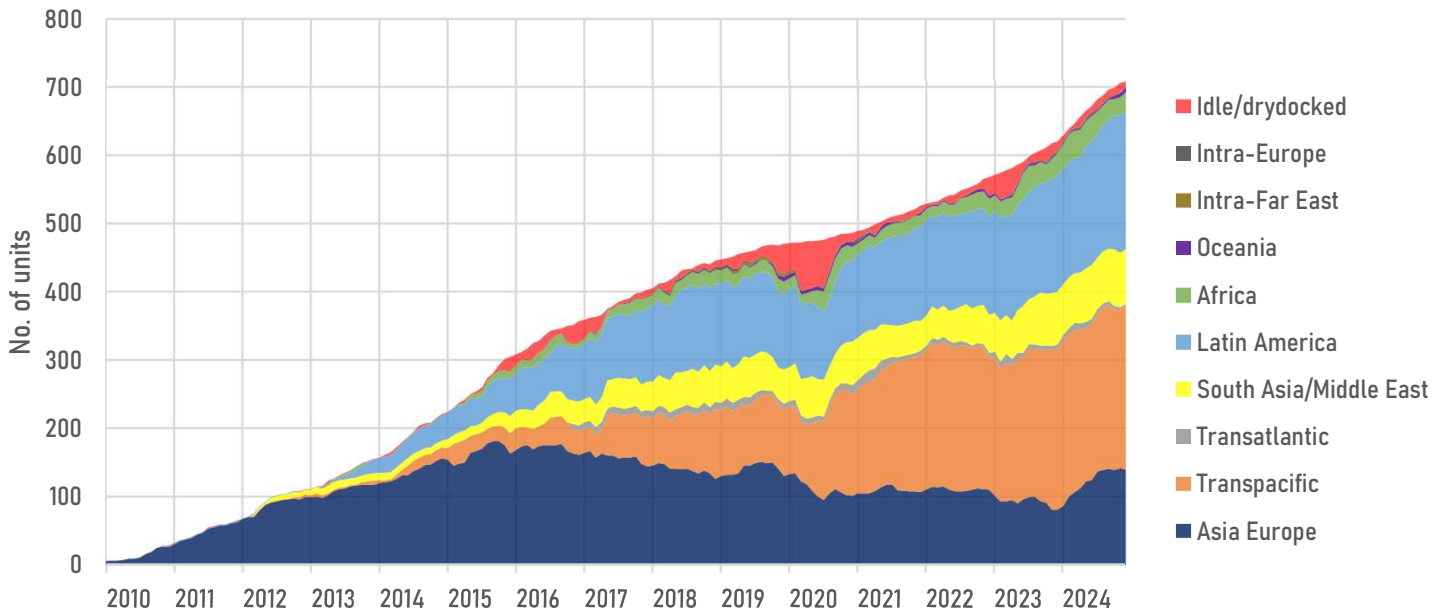
Intra-Europe / change last 12 mths : 3.3%



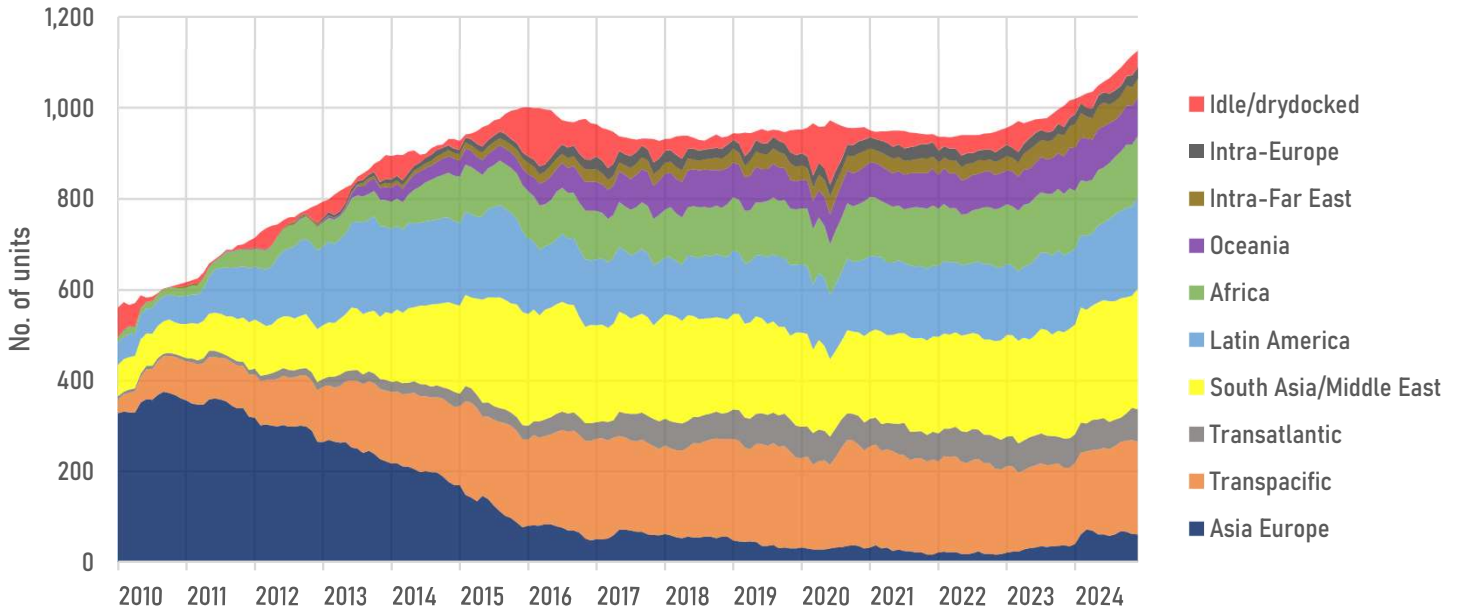
VLCS/ULCS : >16,000 teu



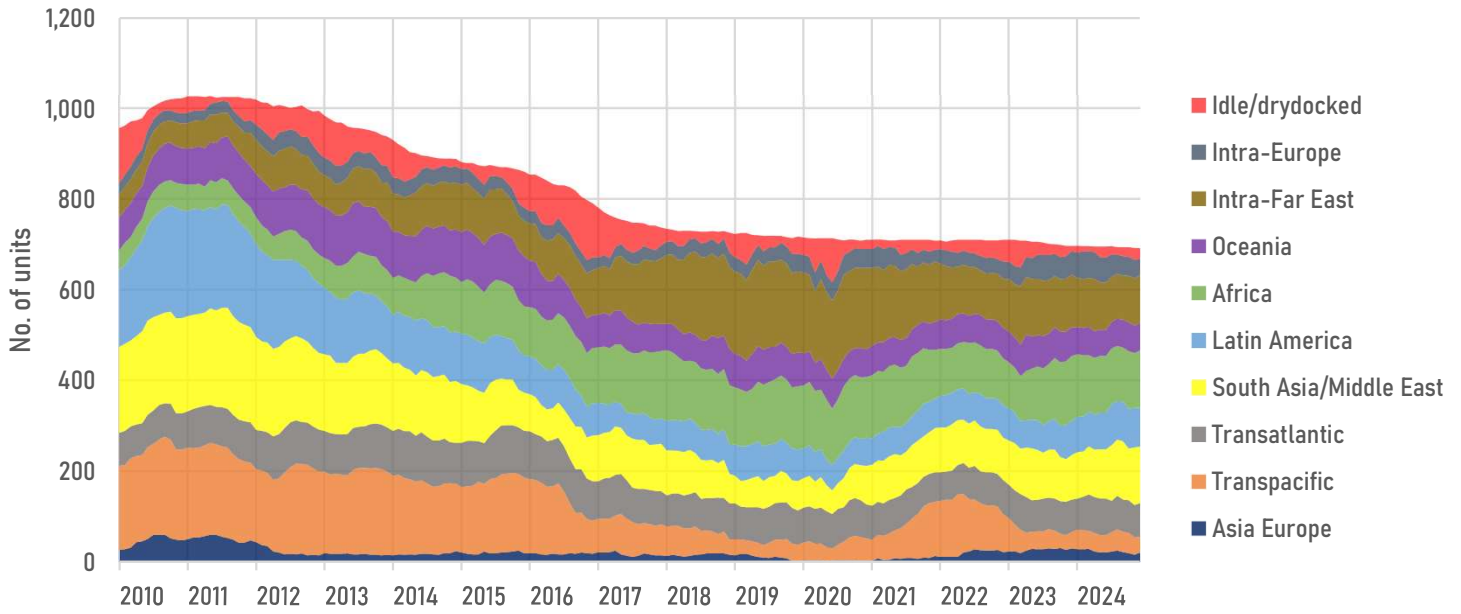
New Panamax (Large) : 10,000-16,000 teu



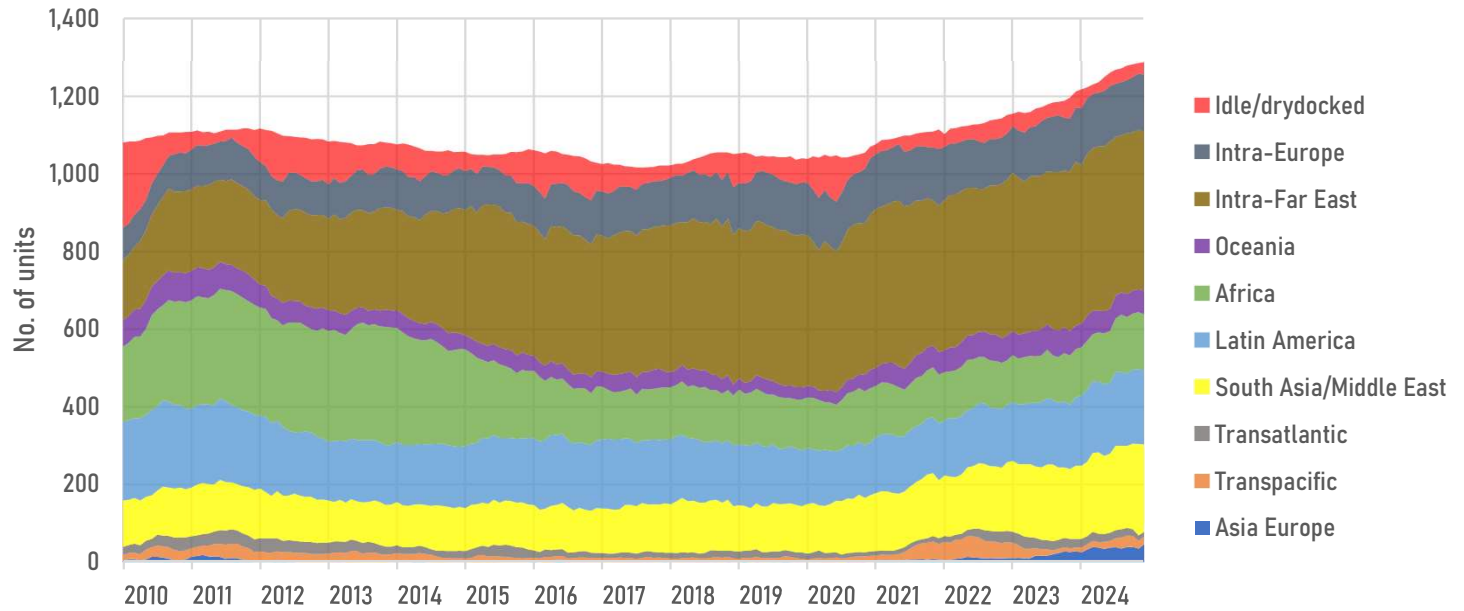
New Panamax (Small) : 5,300-10,000 teu



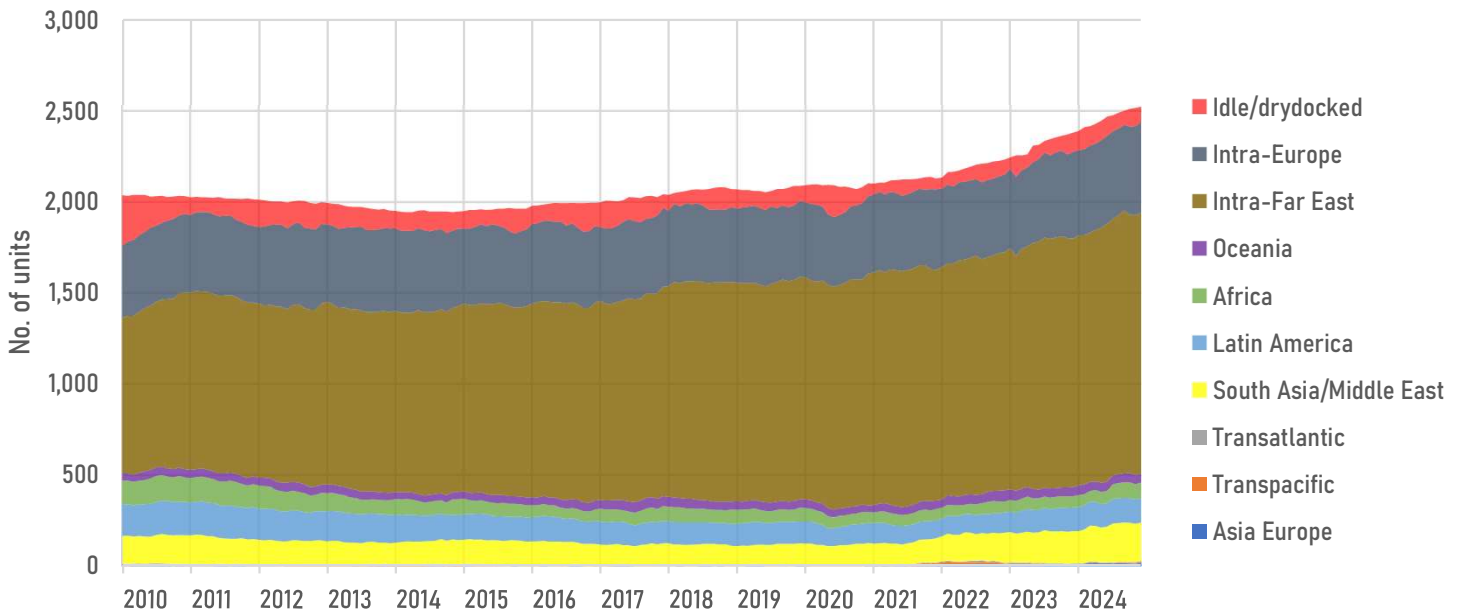
Panamax (4,000-5,300 teu)



Intermediate (2,000-4,000 teu)

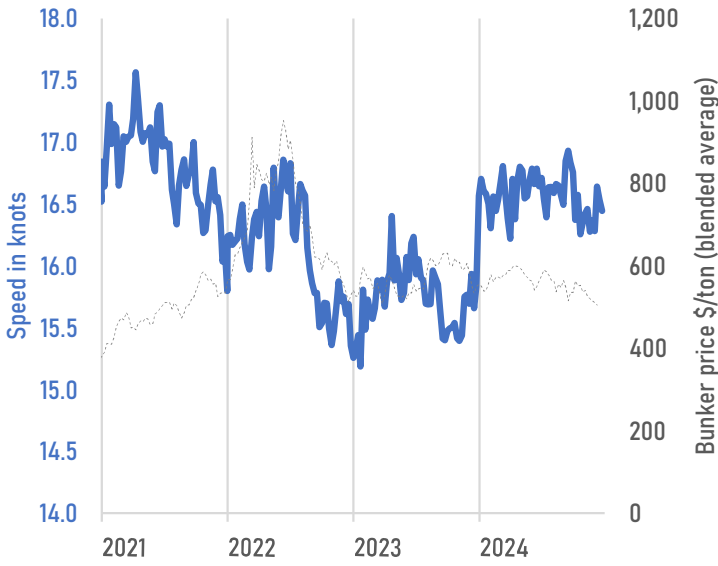


Small (<2,000 teu)

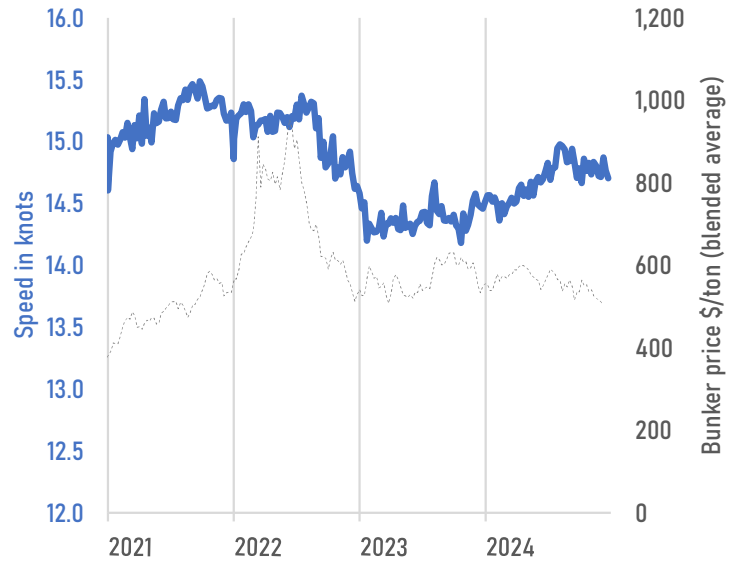


Containership operating speeds by size

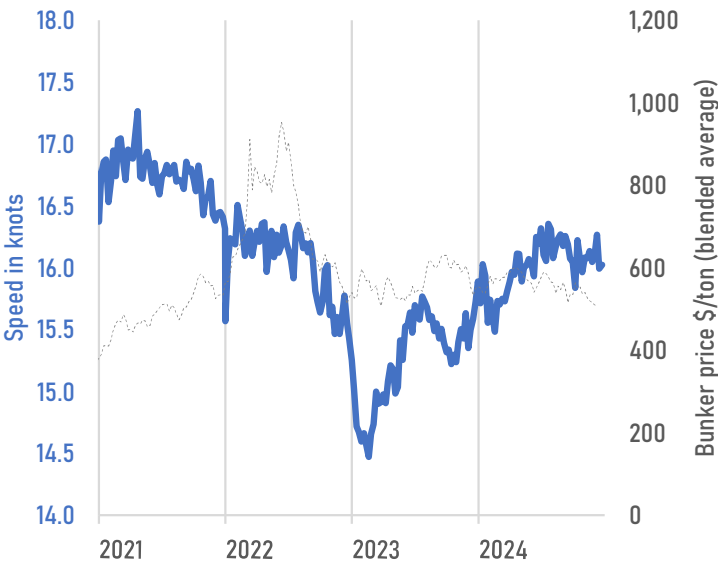
VLCS/ULCS : >16,000 teu



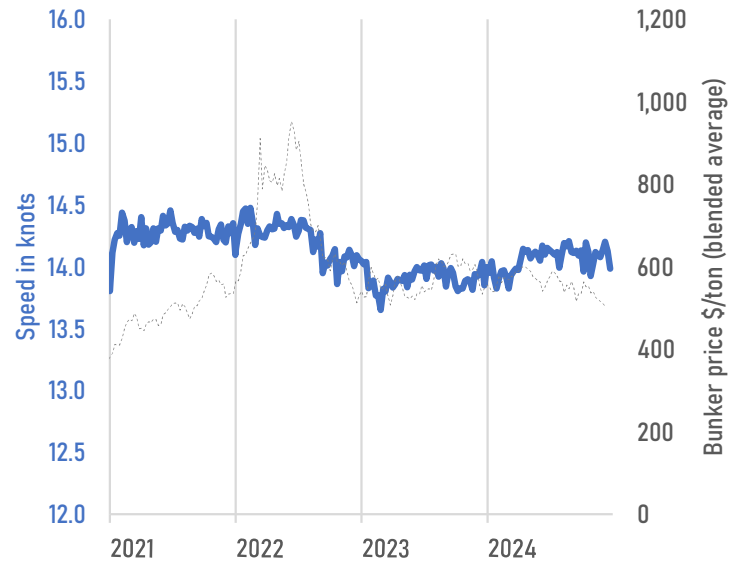
Panamax (4,000-5,300 teu)



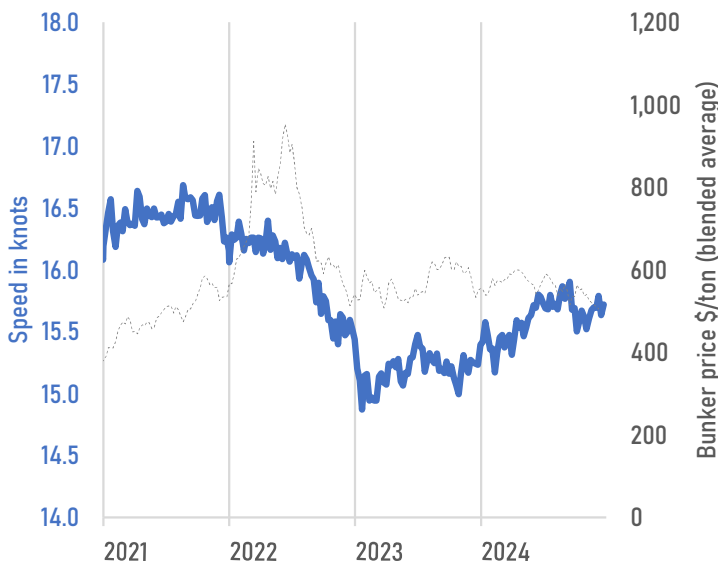
New Panamax (Large) : 10,000-16,000 teu



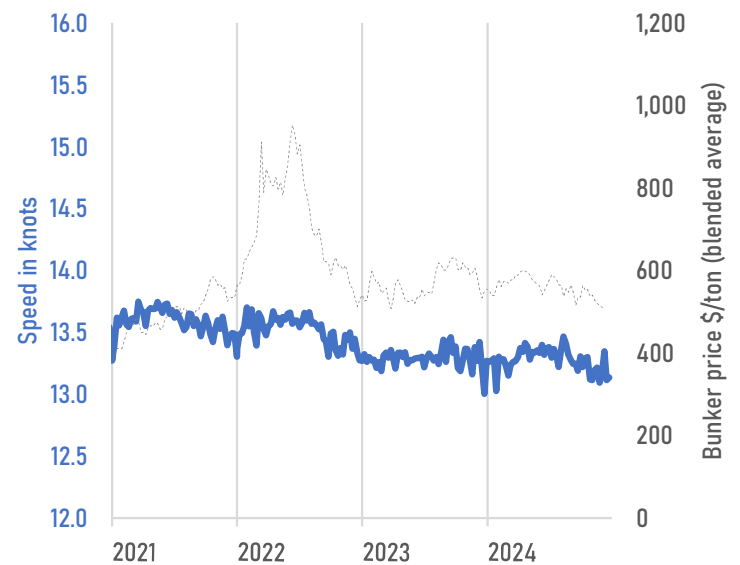
Intermediate (2,000-4,000 teu)



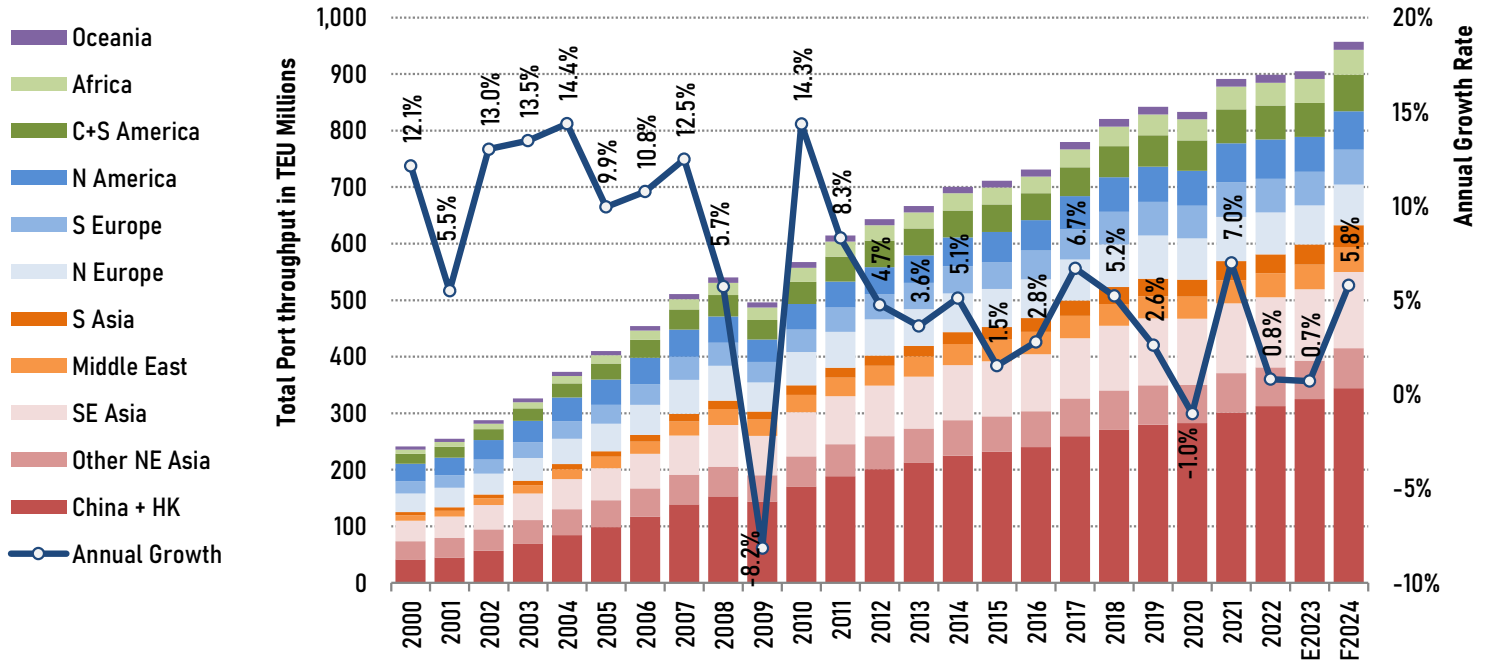
New Panamax (Small) : 5,300-10,000 teu



Small (650-2,000 teu)



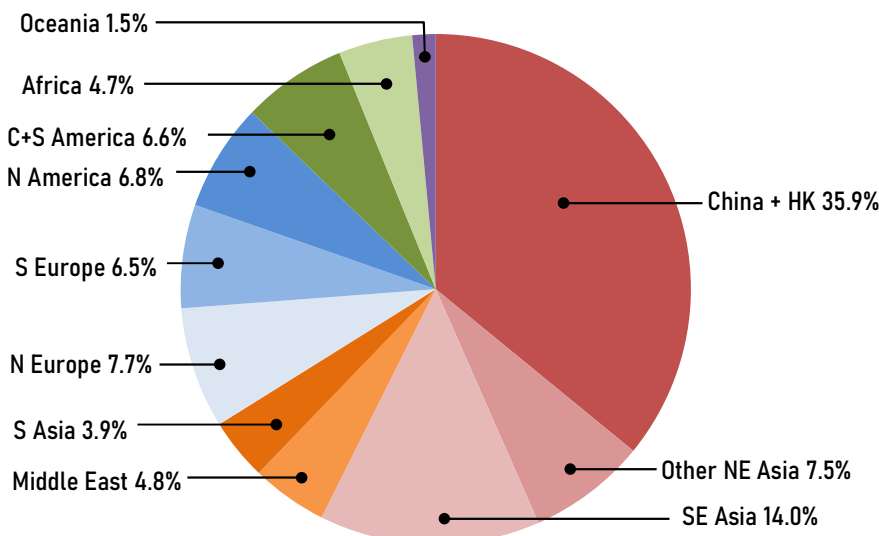
Global Container Throughput Breakdown by Region incl 2024 Forecast



Container throughput in million TEU by region

Region	2015	2016	2017	2018	2019	2020	2021	2022	2023E	2024F
China & HK	231.6	239.9	259.2	270.7	279.4	282.3	300.5	312.6	324.7	344.2
Other NE Asia	62.5	63.6	66.6	69.4	69.5	67.1	69.9	68.2	67.8	70.3
SE Asia	97.4	100.8	106.5	114.5	118.8	117.5	123.8	124.2	126.6	135.2
Middle East	38.5	39.2	39.9	38.6	38.8	39.2	40.5	42.4	43.6	44.2
S Asia	22.4	24.7	27.2	30.0	31.2	29.7	34.2	33.4	35.3	38.6
N Europe	67.0	68.4	72.1	74.9	76.3	73.4	78.4	74.0	69.6	71.7
S Europe	48.0	50.8	54.2	57.9	59.7	57.8	60.8	59.6	59.2	61.7
N America	53.2	53.8	57.9	61.1	62.2	61.4	69.3	69.6	61.9	67.8
C+S America	48.6	47.6	51.3	55.3	55.7	54.2	60.1	60.2	60.1	64.9
Africa	30.0	29.9	31.8	34.4	36.8	37.3	40.0	40.0	42.3	44.0
Oceania	11.9	12.1	13.0	13.5	13.3	13.1	13.8	14.1	13.4	14.1
Total	711.0	730.7	779.6	820.3	841.7	833.0	891.2	898.3	904.5	956.8
Growth (YoY)	1.5%	2.8%	6.7%	5.2%	2.6%	-1.0%	7.0%	0.8%	0.7%	5.8%

Global Container Throughput Breakdown by Region (2023)



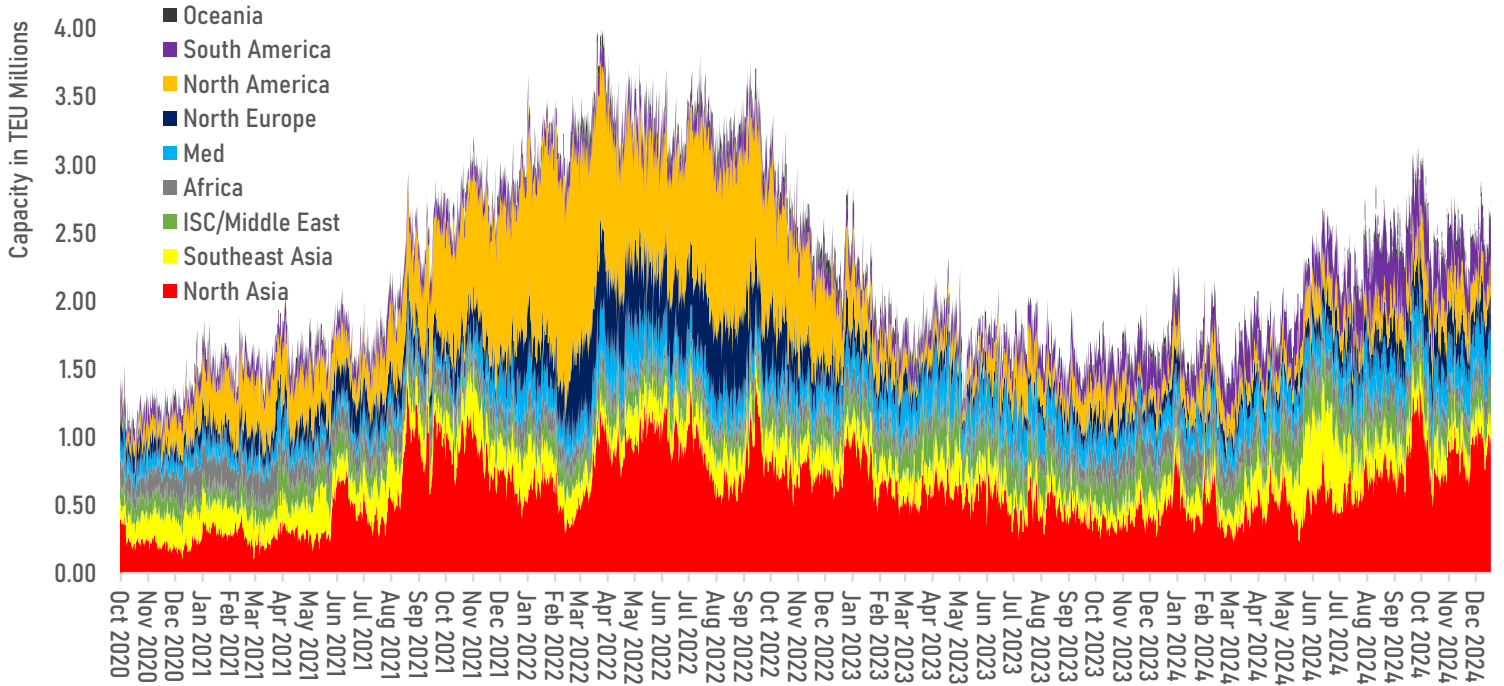
Throughput growth by region

Region	CAGR 2010-2022	2023E Growth	2024F Growth
China & Hkg	5.2%	3.9%	6.0%
Other NE Asia	2.0%	-0.5%	3.6%
SE Asia	3.9%	1.9%	6.8%
Middle East	2.8%	2.7%	1.5%
S Asia	5.9%	5.8%	9.3%
N Europe	1.9%	-5.9%	3.1%
S Europe	3.5%	-0.6%	4.2%
N America	3.6%	-11.0%	9.5%
C+S America	3.6%	-0.3%	8.0%
Africa	4.1%	5.8%	4.0%
Oceania	2.9%	-5.0%	5.6%
Total	3.9%	0.7%	5.8%

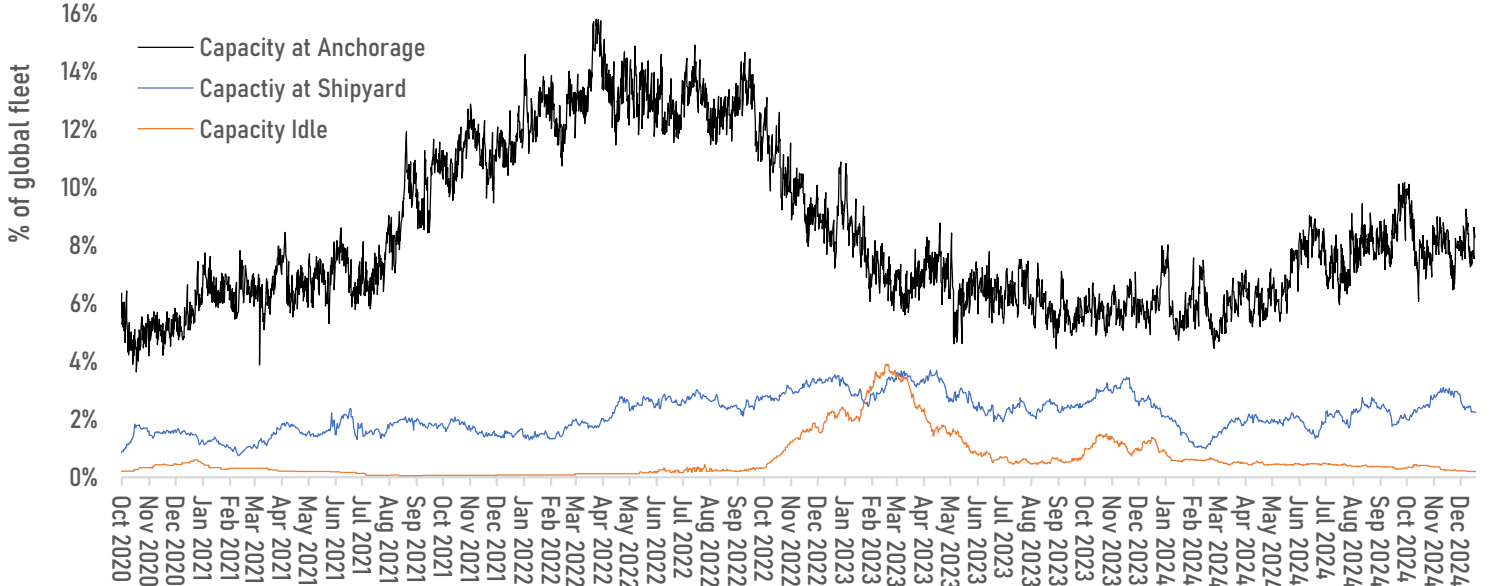
Top 50 Container Ports ranked by 2023 Throughput (in TEU millions)

2023 rank	2022 rank	Port Name	Country	2019	2020	2021	2022	2023	% change 2023	Jan-Mar 2024	% change	Jan-Jun 2024	% change	Jan-Sep 2024	% change
1	1	Shanghai	China	43.30	43.50	47.03	47.30	49.16	3.9%	12.46	8.6%	25.51	7.5%	39.10	8.0%
2	2	Singapore	Singapore	37.20	36.87	37.47	37.29	39.01	4.6%	9.97	10.7%	20.25	6.4%	30.72	6.0%
3	3	Ningbo	China	27.54	28.72	31.08	33.35	35.30	5.8%	9.14	11.6%	19.16	8.4%	29.52	8.3%
4	4	Shenzhen	China	25.77	26.55	28.77	30.04	29.88	-0.5%	7.17	16.2%	15.55	14.9%	24.86	14.4%
5	5	Qingdao	China	21.01	22.01	23.71	25.67	28.77	12.1%	7.37	11.3%	15.19	9.0%	23.16	8.0%
6	6	Guangzhou	China	23.24	23.51	24.47	24.86	25.41	2.2%	6.09	7.4%	12.66	4.3%	19.73	4.6%
7	7	Busan	S Korea	21.99	21.82	22.71	22.08	23.15	4.9%	6.01	5.9%	12.24	5.6%	18.28	5.4%
8	8	Tianjin	China	17.30	18.35	20.27	21.02	22.19	5.5%	5.41	7.2%	11.88	4.6%	18.34	4.1%
9	9	Los Angeles/Long Beach	US	16.97	17.33	20.06	19.04	16.65	-12.6%	4.38	23.2%	9.02	14.7%	14.50	18.7%
10	12	Dubai	UAE	14.11	13.49	13.74	13.97	14.47	3.6%	3.63	3.5%	7.34	3.9%	11.43	5.9%
11	10	Hong Kong	China	18.30	17.97	17.80	16.69	14.40	-13.7%	3.32	-3.2%	6.77	-5.0%	10.17	-5.7%
12	14	Port Klang	Malaysia	13.58	13.24	13.72	13.22	14.06	6.3%	3.46	5.1%	3.66	5.6%	10.86	4.8%
13	11	Rotterdam	Netherlands	14.82	14.35	15.30	14.46	13.45	-7.0%	3.29	2.0%	6.84	2.2%	10.43	2.2%
14	15	Xiamen	China	11.12	11.41	12.05	12.43	12.55	1.0%	2.85	-1.8%	5.87	-3.9%	8.97	-3.2%
15	13	Antwerp-Bruges	Belgium	11.86	12.03	12.02	13.48	12.51	-7.2%	3.29	6.0%	6.67	4.1%	10.15	6.8%
16	16	Tanjung Pelepas	Malaysia	9.08	9.85	11.20	10.51	10.48	-0.3%	2.86	22.7%	5.96	19.7%	9.20	20.3%
17	19	Suzhou	China	6.27	6.29	8.11	9.08	9.33	2.8%	2.34	12.2%	4.89	10.7%	7.33	6.0%
18	20	Laem Chabang	Thailand	7.98	7.55	8.52	8.74	8.87	1.5%	2.30	12.0%	4.62	9.6%	7.13	9.1%
19	18	Kaohsiung	Taiwan	10.43	9.62	9.86	9.49	8.83	-6.9%	2.25	6.6%	4.62	6.5%	6.94	5.4%
20	22	Tangier Med	Morocco	4.80	5.77	7.17	7.60	8.62	13.4%						
21	25	Guangxi Beibu Gulf	China	3.82	5.38	6.01	7.02	8.02	14.2%	1.94	20.4%	4.32	19.8%	6.57	14.2%
22	17	New York/New Jersey	US	7.47	7.59	8.99	9.49	7.81	-17.7%	2.00	11.7%	4.21	12.6%	6.59	13.8%
23	21	Hamburg	Germany	9.28	8.58	8.80	8.33	7.71	-7.5%	1.88	1.1%	3.84	0.3%	5.83	-0.1%
24	27	Mundra	India	4.73	5.14	6.67	6.50	7.30	12.3%	1.95	11.1%	4.06	17.0%	6.14	15.3%
25	23	Ho Chi Minh City	Vietnam	6.84	7.13	7.19	7.40	7.16	-3.3%	1.78	7.3%	3.72	8.1%	5.67	7.1%
26	24	Jakarta	Indonesia	6.81	6.21	6.94	7.23	7.30	-0.9%						
27	26	Colombo	Sri Lanka	7.23	6.85	7.25	6.86	6.95	1.3%	2.01	24.0%	3.89	12.5%	5.79	9.9%
28	29	Nhava Sheva	India	5.10	4.47	5.63	5.96	6.35	6.6%	1.68	4.8%	3.36	7.6%	5.20	10.5%
29	31	Rizhao	China	4.50	4.86	5.17	5.80	6.26	7.9%	1.73	15.4%	3.36	11.6%	4.99	9.5%
30	28	Haiphong	Vietnam	4.93	5.13	5.64	6.12	6.20	1.3%	1.64	22.7%	3.47	20.6%	5.37	17.8%
31	32	Lianyungang	China	4.78	4.80	5.03	5.57	6.14	10.3%	1.58	8.2%	3.11	9.3%	4.90	9.0%
32	41	Jeddah	Saudi Arabia	4.43	4.74	4.88	4.96	5.55	12.0%						
33	38	Yingkou	China	5.48	5.65	5.21	5.00	5.33	6.7%	1.35	12.0%	2.77	6.6%	4.09	3.7%
34	33	Manila	Philippines	5.31	4.44	4.98	5.47	5.20	-4.9%	1.25	-2.0%	2.61	3.3%	4.00	5.2%
35	36	Piraeus	Greece	5.65	5.44	5.31	5.00	5.10	2.0%	1.06	-10.6%	2.21	-12.4%		
36	45	Dalian	China	8.76	5.11	3.67	4.46	5.04	13.0%	1.24	11.7%	2.55	10.6%	3.94	11.2%
37	30	Savannah	US	4.60	4.68	5.61	5.89	4.93	-16.4%	1.32	11.1%	2.70	13.7%	4.13	13.5%
38	34	Colon	Panama	4.38	4.45	4.92	5.10	4.87	-4.6%	1.35	16.1%	2.76	17.3%	4.12	14.4%
39	35	Valencia	Spain	5.44	5.43	5.60	5.05	4.80	-5.1%	1.24	12.1%	2.71	14.1%	4.14	15.4%
40	37	Cai Mep	Vietnam	3.74	4.41	4.97	5.00	4.80	-4.1%	1.32	36.3%	2.94	37.0%	4.70	36.1%
41	39	Santos	Brazil	4.17	4.23	4.83	4.99	4.78	-4.1%	1.27	20.6%	2.60	16.5%	4.05	15.8%
42	42	Algeciras	Spain	5.13	5.11	4.80	4.77	4.73	-0.7%	1.17	4.6%	2.39	2.6%	3.59	0.9%
43	47	Yantai	China	3.10	3.30	3.65	4.12	4.63	12.4%	1.30	13.8%	2.59	13.6%	3.88	11.8%
44	40	Tokyo	Japan	5.01	4.75	4.86	4.93	4.57	-7.3%	1.08	-1.8%	2.27	0.5%		
45	46	Abu Dhabi	UAE	2.79	3.23	3.39	4.31	4.56	5.7%	1.21	13.2%	2.60	15.7%	4.07	17.8%
46	49	Port Said	Egypt	3.66	4.01	3.77	4.02	4.30	6.9%						
47	48	Surabaya	Indonesia	4.04	3.99	4.17	4.07	4.27	5.0%						
48	43	Bremerhaven	Germany	4.86	4.77	5.02	4.57	4.18	-8.6%	1.12	14.4%	2.22	12.0%	3.32	9.0%
49	50	Houston	US	2.99	3.00	3.45	3.97	3.82	-3.8%	0.89	-4.7%	2.10	12.9%	3.12	10.0%
50	44	Salalah	Oman	4.11	4.34	4.51	4.50	3.79	-15.8%	0.88	-16.9%	1.68	-16.0%	2.53	-13.2%

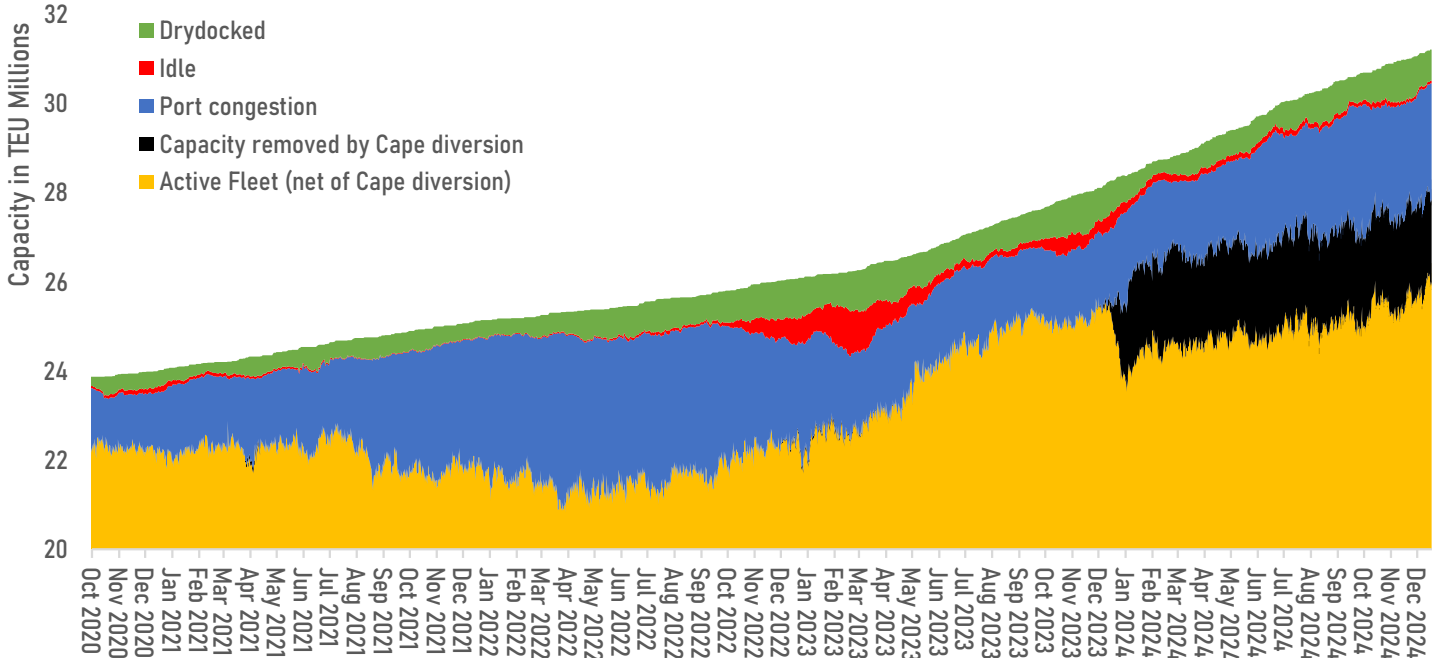
Port congestion by region



Capacity at anchorage as % of global fleet

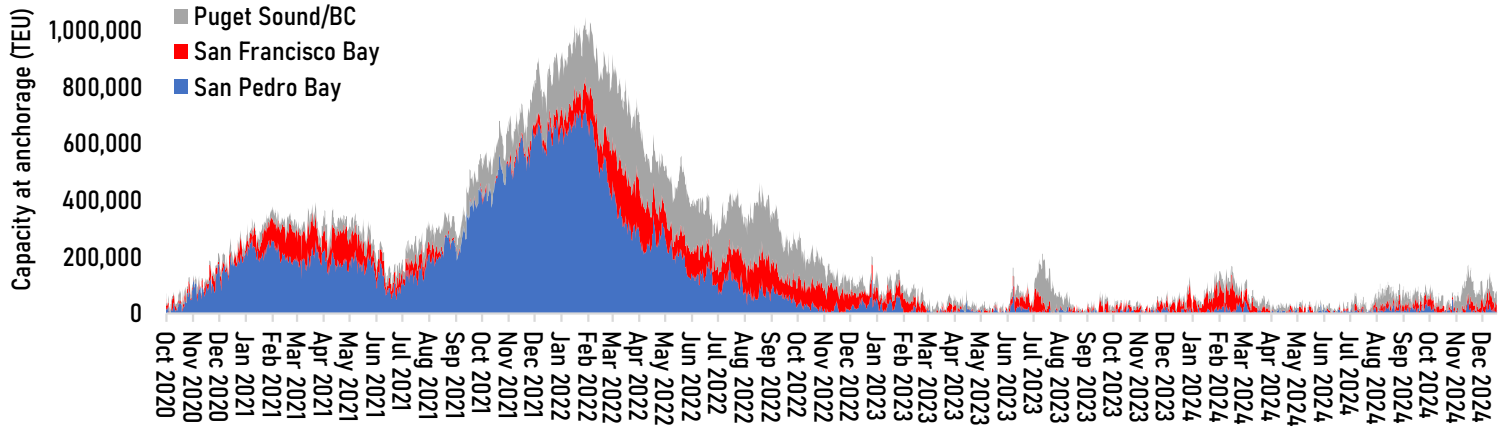


Global Containership Fleet by Active Status

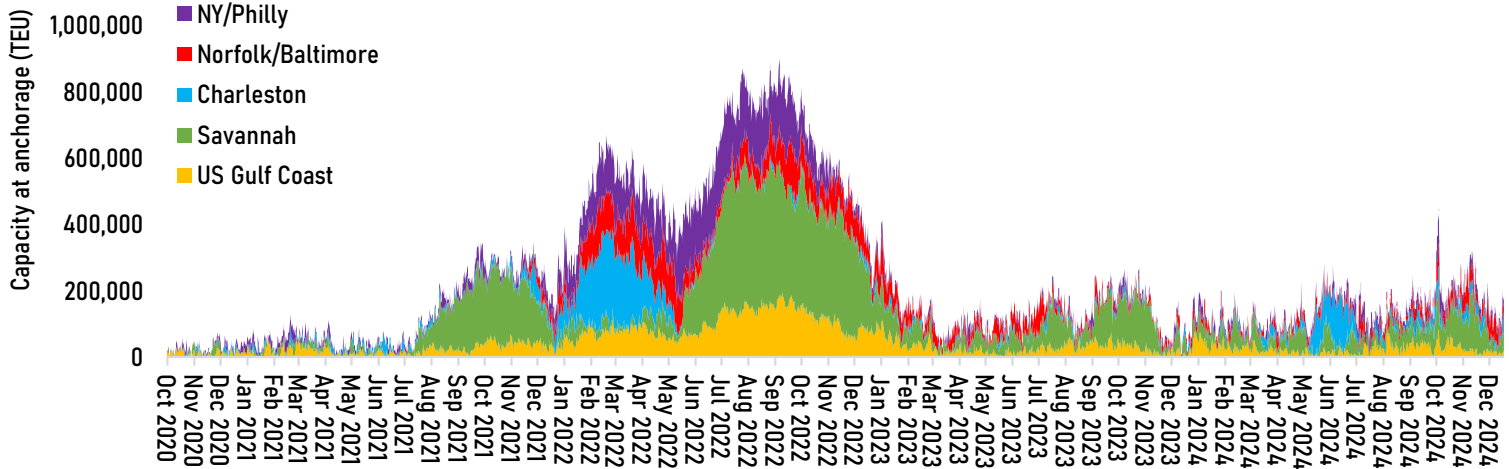




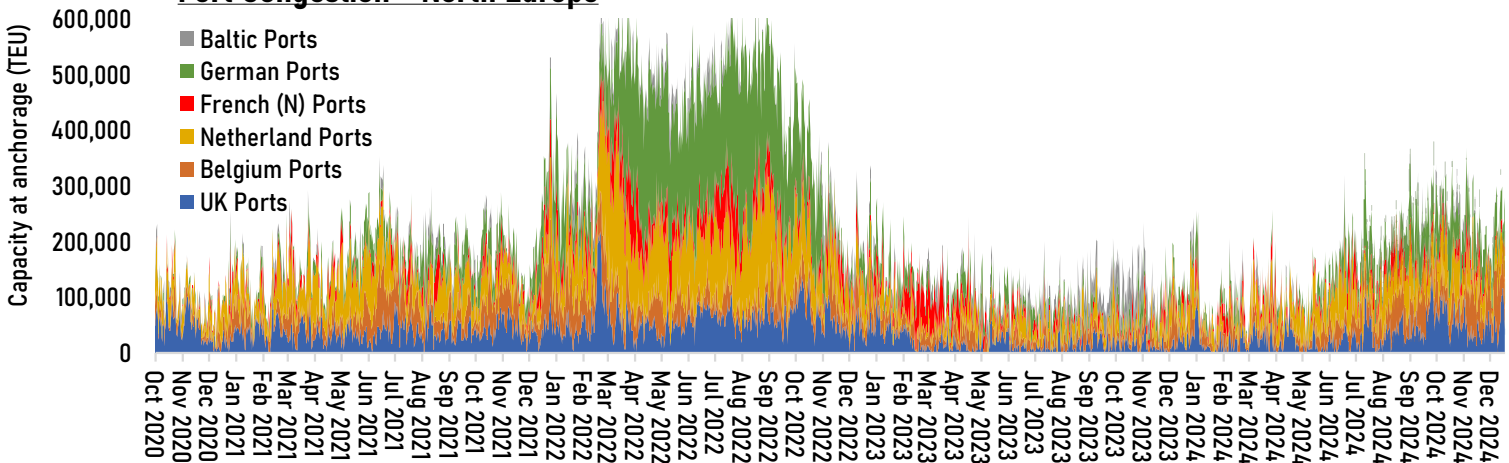
Port Congestion - US West Coast



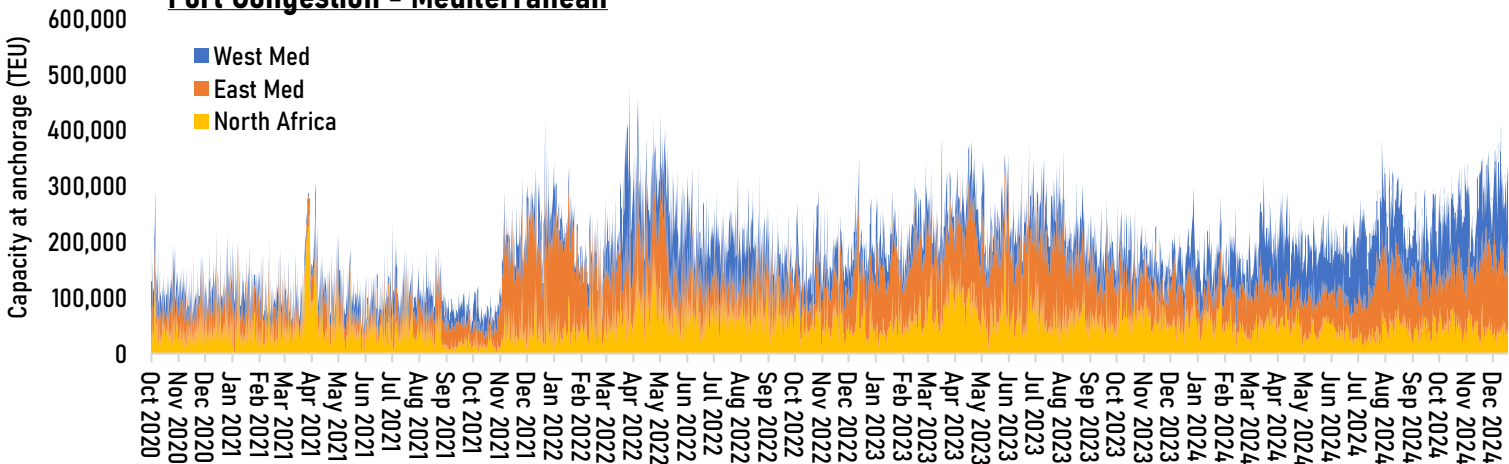
Port Congestion - US East Coast



Port Congestion - North Europe

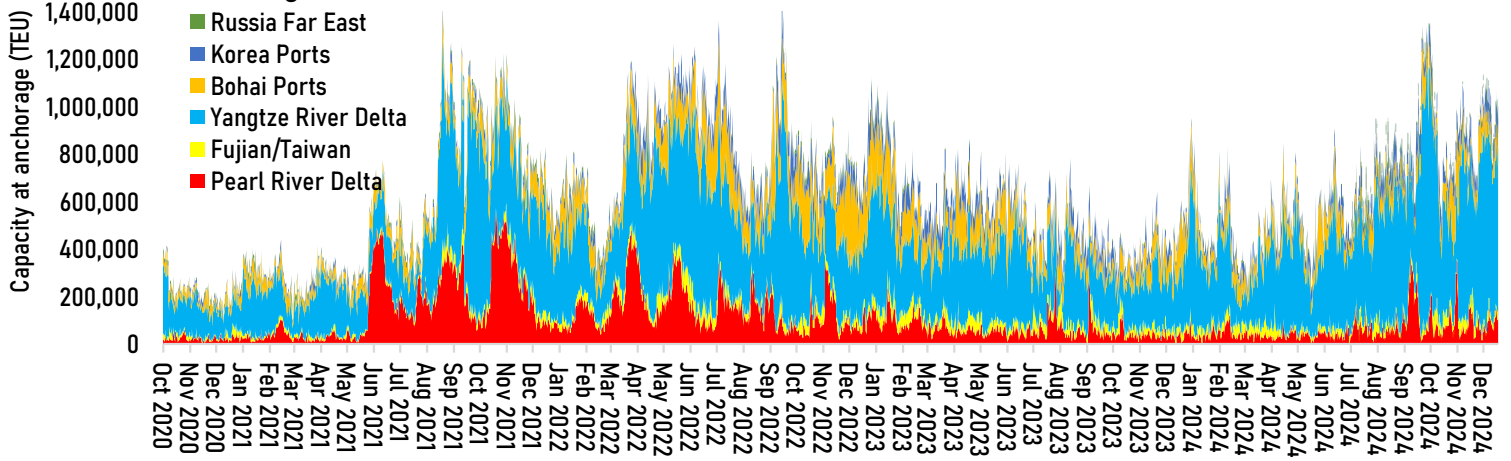


Port Congestion - Mediterranean

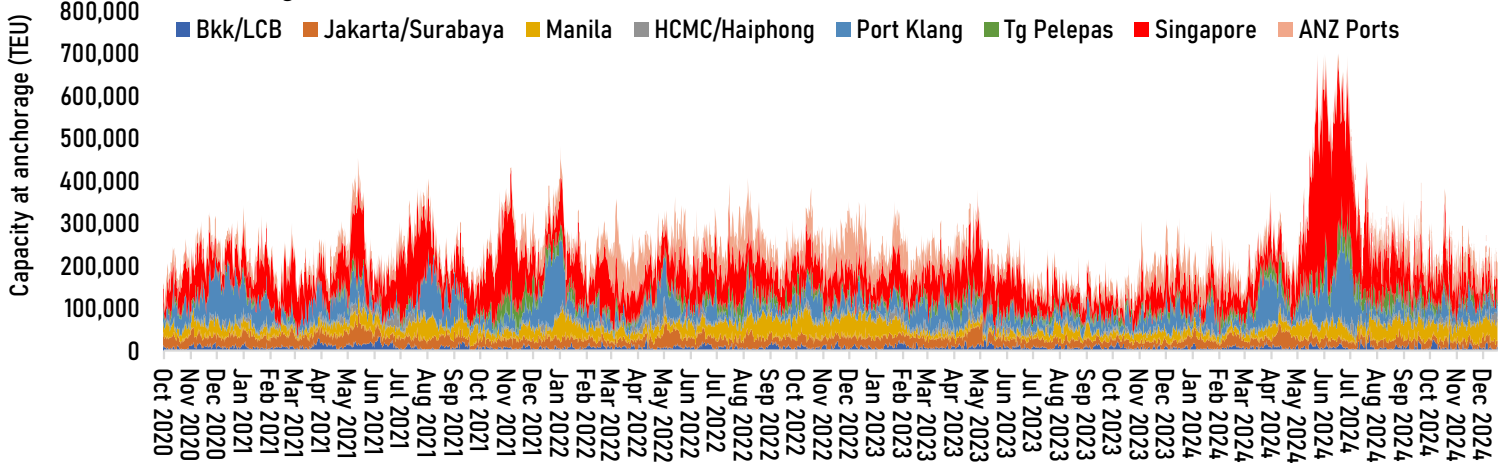




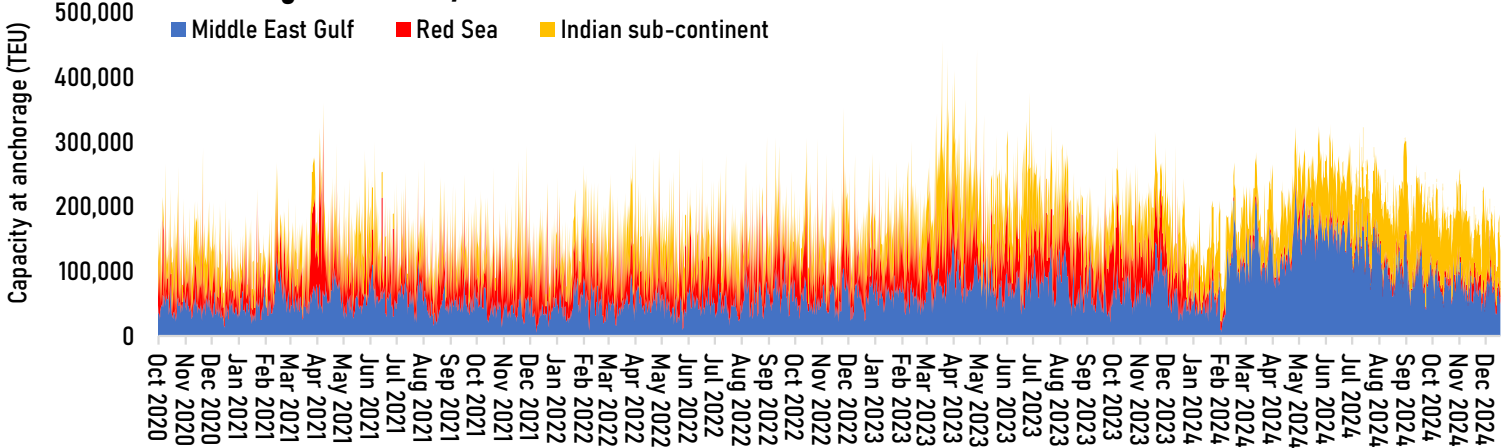
Port Congestion - North Asia



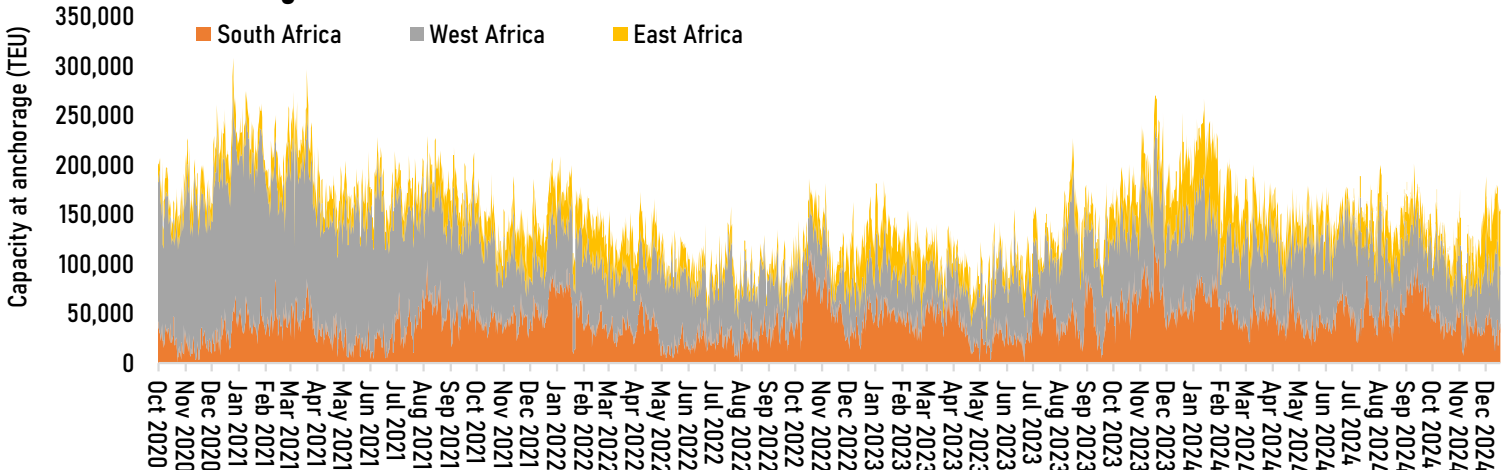
Port Congestion - Southeast Asia/Oceania



Port Congestion - ISC/ME

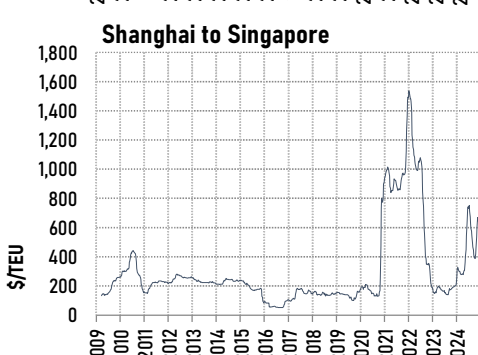
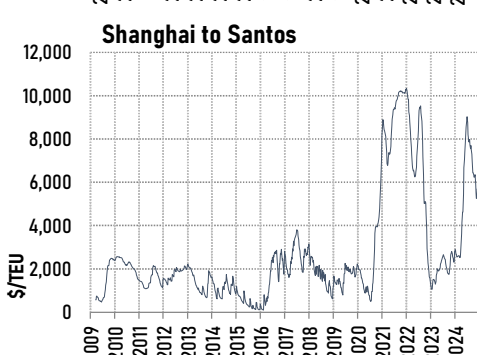
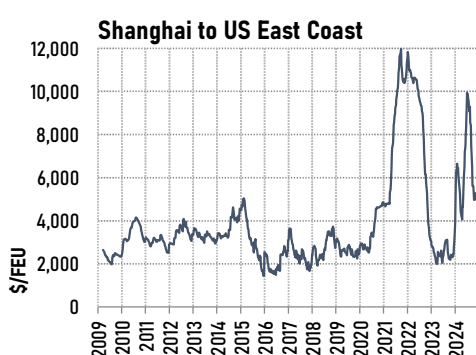
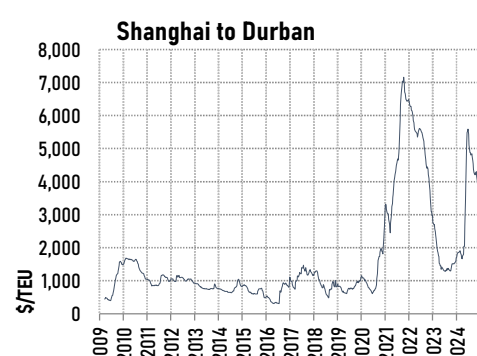
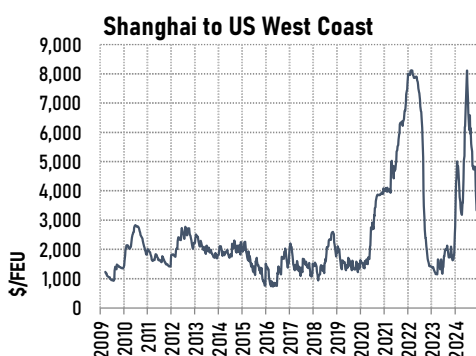
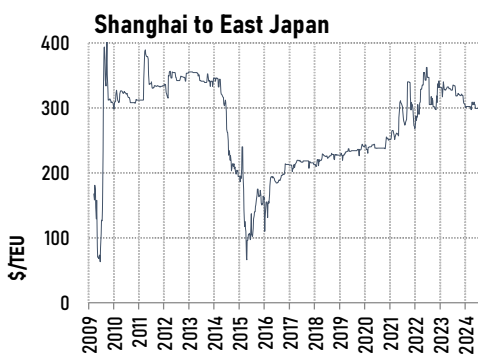
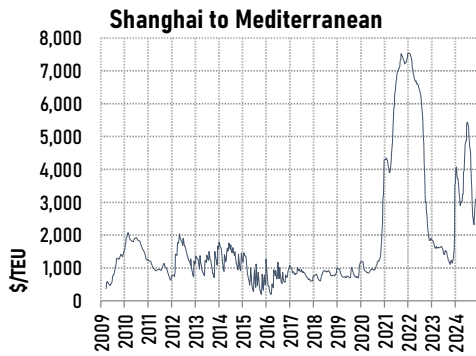
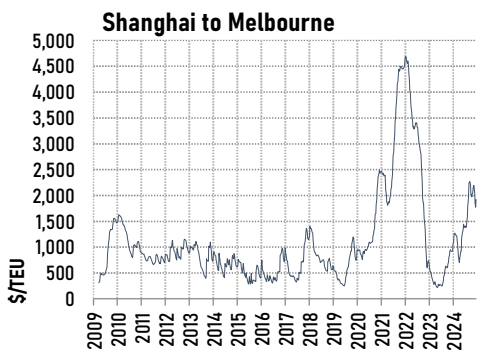
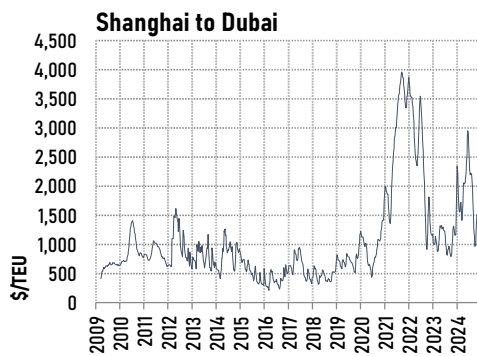
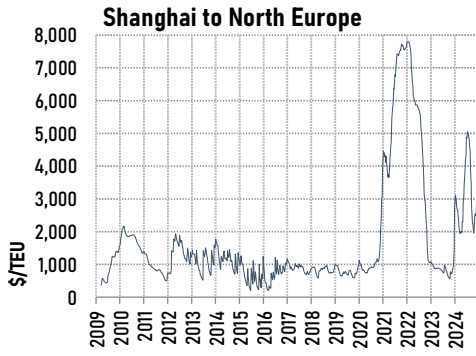


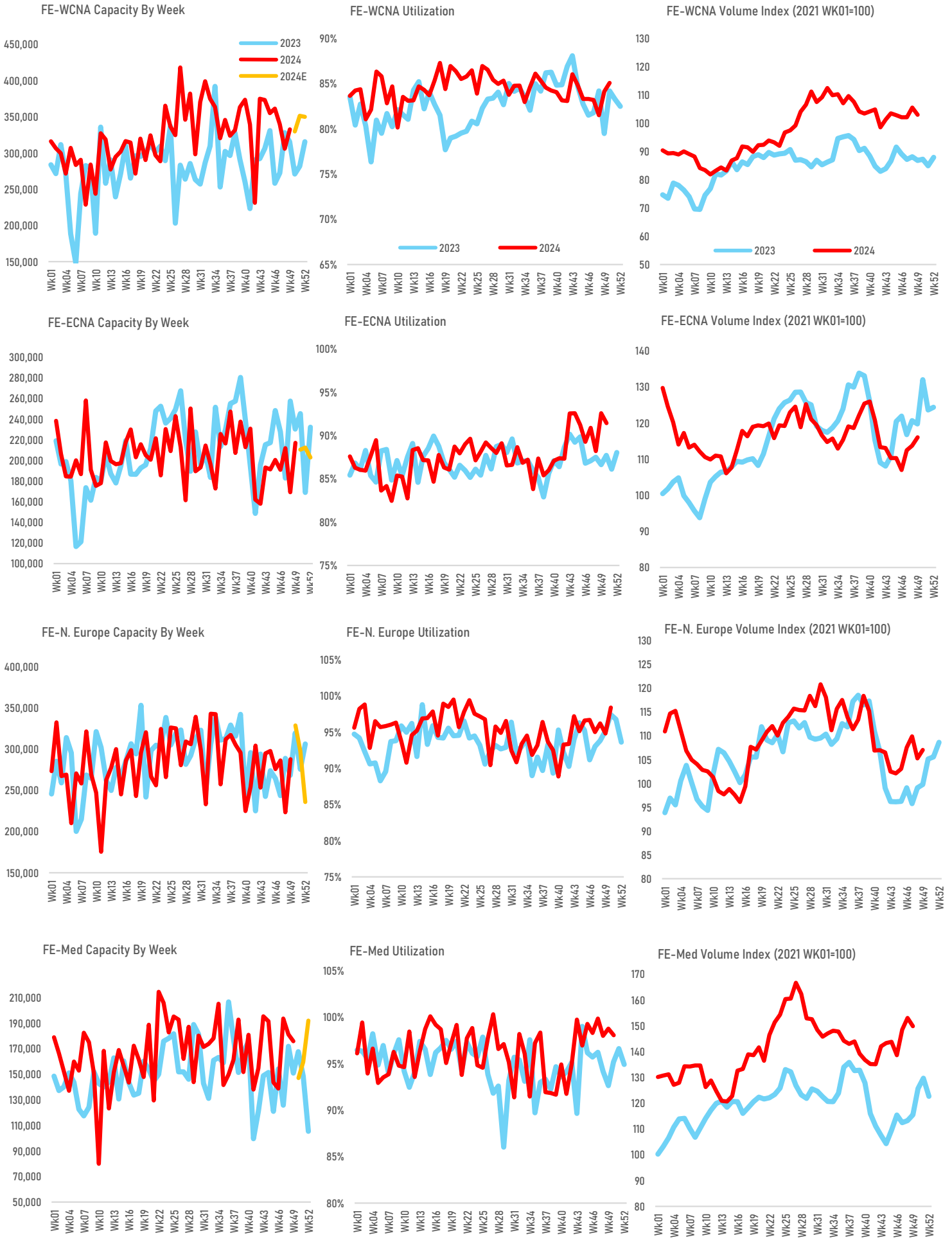
Port Congestion - Africa



Shanghai Containerised Freight Index (SCFI)

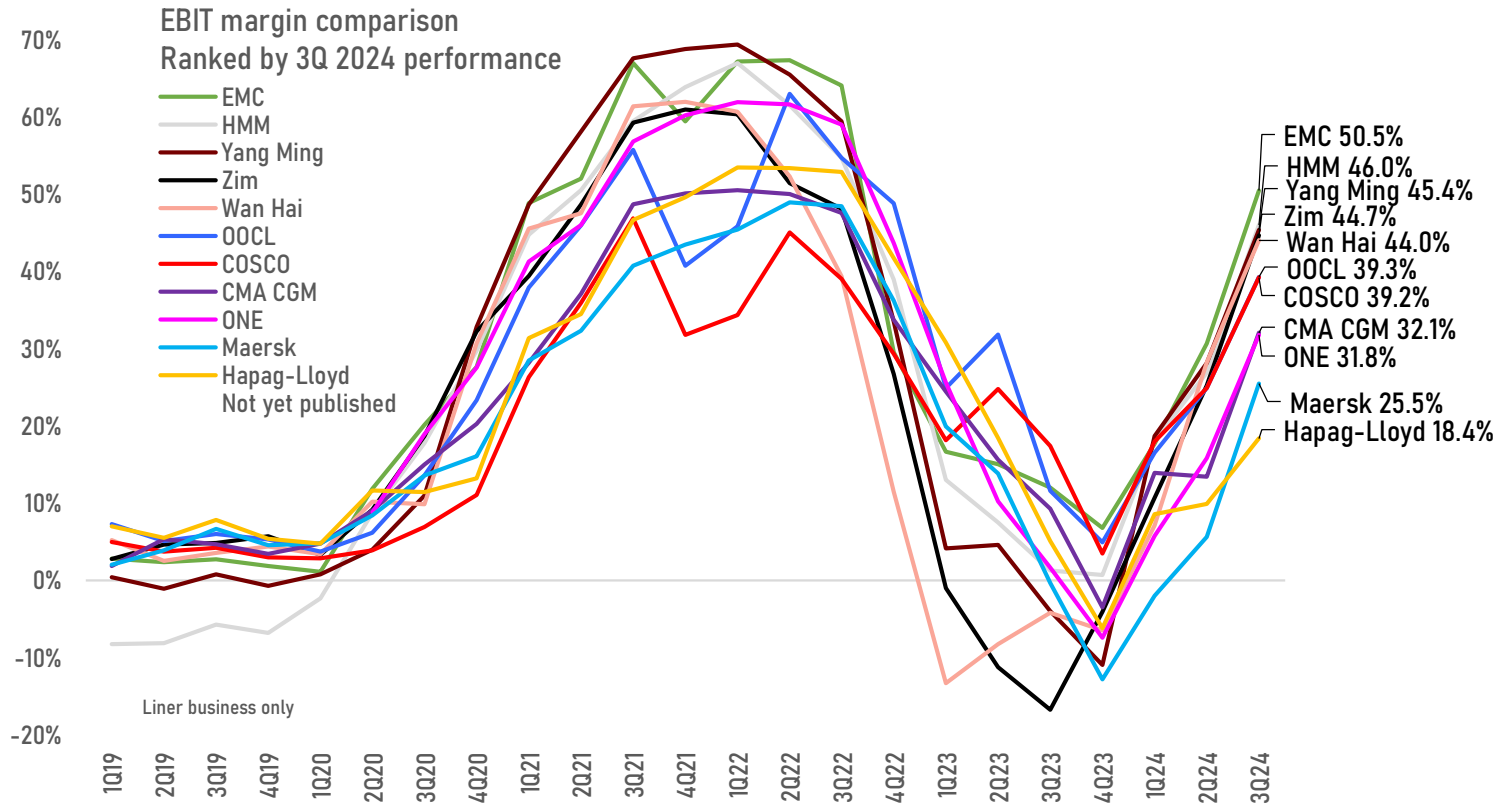
			25 Oct 2024	1 Nov 2024	8 Nov 2024	15 Nov 2024	22 Nov 2024	29 Nov 2024	6 Dec 2024	13 Dec 2024
SCFI Composite			2,185	2,303	2,332	2,252	2,160	2,234	2,256	2,384
Export freight rates to:-	Unit	Weight								
North Europe	US\$/teu	20.0%	2,226	2,442	2,541	2,512	2,481	3,039	3,030	2,963
Mediterranean	US\$/teu	10.0%	2,555	2,907	3,055	3,080	3,071	3,682	3,761	3,746
US West Coast	US\$/feu	20.0%	4,783	4,826	4,729	4,181	3,821	3,345	3,309	4,023
US East Coast	US\$/feu	7.5%	5,099	5,258	5,281	5,062	4,997	4,954	4,924	5,494
Persian Gulf (Dubai)	US\$/teu	7.5%	1,427	1,507	1,480	1,421	1,317	1,362	1,474	1,507
Australia (Melbourne)	US\$/teu	5.0%	2058	2145	2190	2159	2038	1850	1769	1922
West Africa (Lagos)	US\$/teu	2.5%	4,504	4,610	4,615	4,546	4,490	4,480	4,521	4,542
South Africa (Durban)	US\$/teu	2.5%	4,233	4,296	4,149	4,012	3,868	3,776	3,648	3,579
South America (Santos)	US\$/teu	5.0%	6,285	6,359	5,931	5,515	5,259	5,346	5,711	5,608
West Japan (Osaka/Kobe)	US\$/teu	5.0%	304	304	304	304	304	304	306	304
East Japan (Tokyo/Yokohama)	US\$/teu	5.0%	305	305	305	305	305	307	309	307
Southeast Asia (Singapore)	US\$/teu	7.5%	464	536	601	670	647	660	682	725
Korea (Busan)	US\$/teu	2.5%	146	147	147	138	138	139	138	138





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.

3rd Quarter 2024 Updates



	1Q20	2Q20	3Q20	4Q20	1Q21	2Q21	3Q21	4Q21	1Q22	2Q22	3Q22	4Q22	1Q23	2Q23	3Q23	4Q23	1Q24	2Q24	3Q24
COSCO	2.9%	3.9%	6.9%	11.0%	26.3%	36.0%	46.9%	31.8%	34.4%	45.1%	39.1%	29.4%	18.1%	24.8%	17.4%	3.5%	18.0%	24.9%	39.2%
OOCL	3.7%	6.2%	13.6%	23.3%	38.0%	46.0%	55.7%	40.8%	45.9%	63.0%	54.7%	48.8%	24.9%	31.8%	11.6%	4.9%	16.5%	24.9%	39.3%
Hapag-Lloyd	4.8%	11.7%	11.4%	13.2%	31.4%	34.5%	46.7%	49.6%	53.5%	53.4%	52.9%	41.7%	30.8%	18.4%	5.1%	-6.2%	8.6%	9.9%	18.4%
CMA CGM	4.8%	9.0%	15.0%	20.3%	28.2%	37.1%	48.7%	50.1%	50.5%	50.0%	47.6%	33.7%	24.4%	15.6%	9.3%	-3.5%	13.9%	13.4%	32.1%
Maersk	4.8%	8.4%	13.6%	16.1%	28.5%	32.3%	40.8%	43.5%	45.4%	49.0%	48.5%	36.2%	19.9%	13.8%	-0.3%	-12.8%	-2.0%	5.6%	25.5%
ONE		8.8%	19.0%	27.6%	41.3%	46.0%	56.8%	60.2%	62.0%	61.7%	59.0%	43.7%	25.6%	10.3%	1.6%	-7.4%	5.8%	15.8%	31.8%
Zim	3.3%	9.1%	18.7%	32.3%	39.4%	48.7%	59.3%	61.0%	60.4%	51.4%	48.1%	26.7%	-1.0%	-11.2%	-16.7%	-4.1%	10.7%	25.3%	44.7%
EMC	1.1%	11.8%	20.1%	27.6%	48.9%	52.0%	67.0%	59.5%	67.2%	67.4%	64.1%	29.6%	16.7%	15.0%	12.0%	6.8%	17.7%	30.7%	50.5%
Yang Ming	0.8%	4.0%	11.0%	32.8%	48.7%	58.1%	67.6%	68.8%	69.4%	65.5%	59.5%	33.5%	4.1%	4.6%	-4.0%	-10.9%	18.7%	28.1%	45.4%
Wan Hai	3.4%	10.2%	9.8%	30.7%	45.6%	47.6%	61.4%	62.0%	60.7%	52.3%	39.4%	11.5%	-13.3%	-8.3%	-4.2%	-6.5%	7.1%	28.2%	44.0%
HMM	-2.3%	8.7%	17.8%	29.8%	44.8%	50.5%	59.5%	63.9%	67.0%	61.5%	54.7%	38.9%	13.0%	7.5%	1.3%	0.7%	18.1%	26.9%	46.0%

Container carriers' aggregated EBIT margin by quarter 2008 to 2024 (3Q)

