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The Worldwide Reference in Liner Shipping

Monthly Monitor July 2024

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CONTENTS

Cellular Fleet as at 1st July 2024.....	2
Capacity vs Throughput Growth, Charter Rate Trend/Rate Indices.....	2
Cellular Fleet Breakdown, Orderbook Breakdown.....	3
Cellular Fleet Age Breakdown, Fleet Profile by Size Range.....	4
Newbuilding Delivery Projections, Cellular Fleet Projections	5
Deletions, Demolition Prices, World Fleet/Average vessel size.....	6
Deliveries by Quarter/Month, Recent Deliveries.....	7
Cellular Orderbook, Orderbook-to-Fleet Ratio	7
Orders Placed by Quarter, Recent Orders.....	8
Orderbook by Shipyard, Shipyards & Building-zone Stats	9-10
VLCS Watch, VLCS Deployment by Carrier	11
VLCS Fleet by Year of Delivery, VLCS Deliveries by Shipyard	11
Charter Rates & Fixtures	12
Sales & Purchase.....	13
Demolitions.....	14
Top 30 Carriers.....	15
Main Carriers Fleet Breakdown by Size.....	16
Main Carriers Fleet Unit Breakdown.....	17
Main Carriers Orderbook Unit Breakdown.....	18
Main Carriers NB Delivery Schedule.....	19
Main Carriers YoY Capacity Growth	20-23
Top 30 Non-Operating Owners.....	24
East-West Trade Deployment, East-West Capacity Watch.....	25
Trade Capacity by Carrier	26
Trade Demand/Utilisation.....	27-28
Carrier Capacity by Trade	29
Global Capacity Deployment.....	30
Evolution of Capacity deployed by Trade.....	31
Ships Assignment by Trade	32
Inactive Capacity Tracker	33
Container Freight Watch	34-35
FBX Freight Watch	36-37
Alphaliner Global Speed Analysis.....	38
Bunker Watch, BAF Survey	39-40
LNG/Scrubber Watch - Fleet Breakdown & Carrier Breakdown.....	41-42
Top 30 Ports, China Ports Watch	43
Global Port Throughput	44
Carriers Financial Performance and Share Price	45-46

Market Monitor

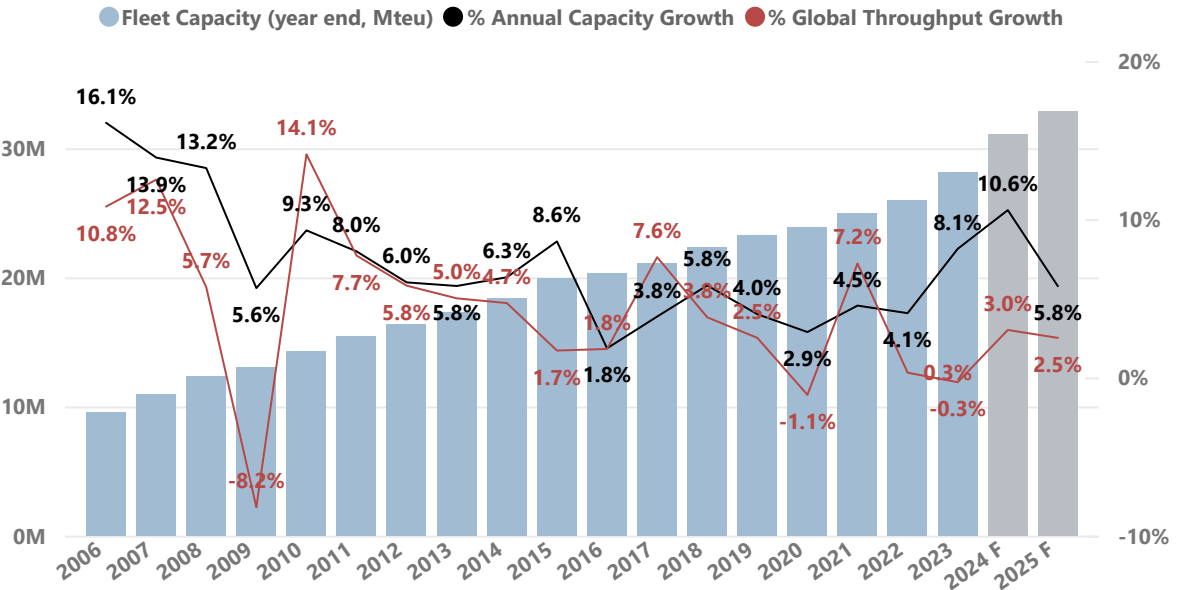
Liner Fleet as at	1 July 2024
Liner ships incl. non-cellular	7,005 units
Total liner capacity (teu)	30,175 Mteu
Year-on-year increase %	10.43%
No. of cellular ships	6,206 units
Total cellular capacity (teu)	29,771 Mteu
Year-on-year increase %	10.61%
Chartered fleet % by teu	43.4%
Cellular fleet as % of liner total	98.70%
% of cellular fleet idle	0.90%
Orderbook	5,948 Mteu
Orderbook as % of current fleet	20.0%
Deliveries Jan-Jun 2024	259 units/ 1,668,913 teu
Deletions Jan-Jun 2024	35 units/ 60,139 teu
New Orders Jan-Jun 2024	65 units/ 543,896 teu

Charter Rate Trend

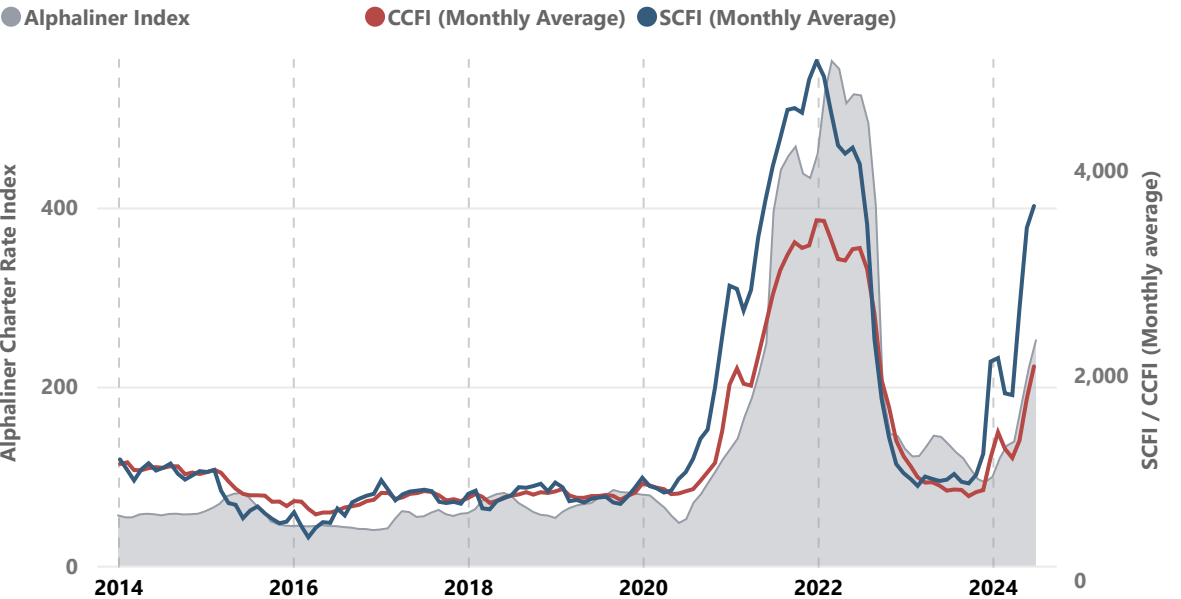
Size	Jun 2024	May 2024	Change %
8500 teu	62,500	53,000	17.9% ↑
5600 teu	48,000	39,500	21.5% ↑
4000 teu	39,500	31,500	25.4% ↑
2500 teu	26,500	20,000	32.5% ↑
1800 teu	27,000	22,000	22.7% ↑
1700 teu	19,500	15,250	27.9% ↑
1000 teu	11,500	9,870	16.5% ↑
Alphaliner Index	221	179	23.3% ↑

Note: rates based on 12 months fixtures

Cellular Fleet Growth vs Global Throughput

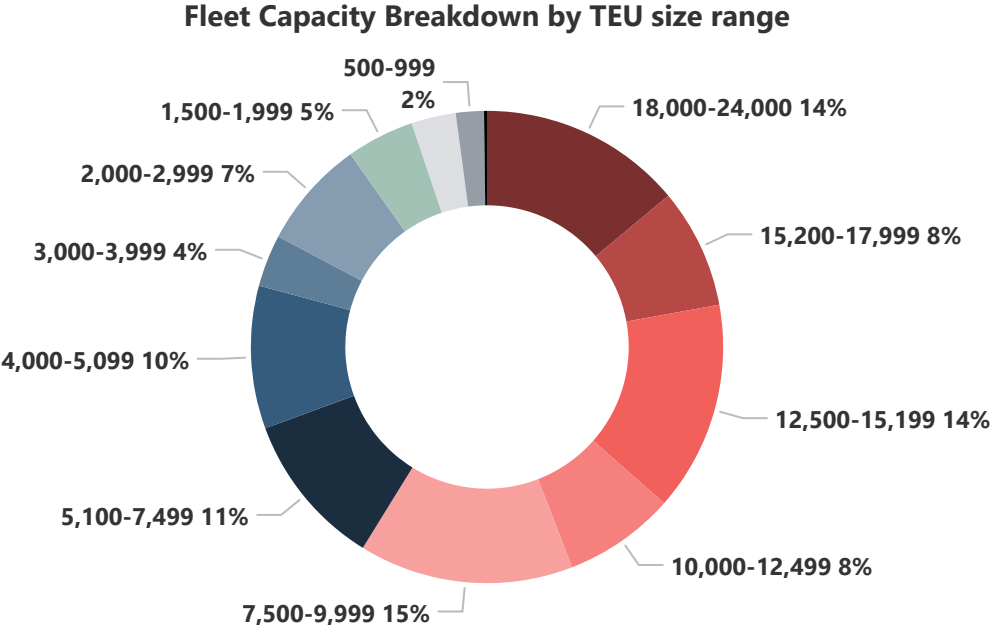


10-Year Alphaliner Charter Rate Index and Freight Rate Indices



Cellular Fleet Breakdown - Existing Fleet

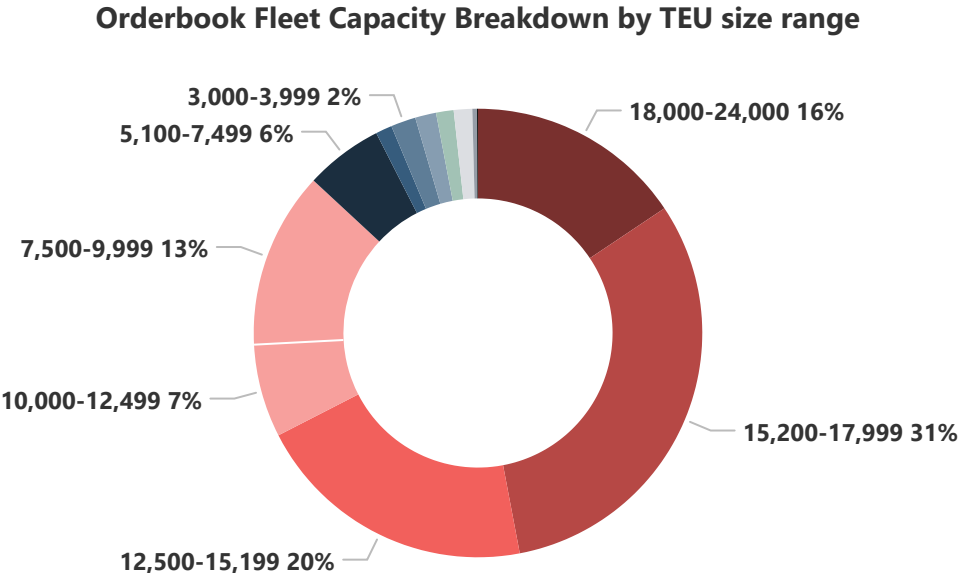
Size Range ▲	Existing Ships	Existing TEU	Of which Chartered Ships	Of which Chartered TEU	% Chartered TEU
18,000-24,000	192	4,147,571	66	1,404,907	33.9%
15,200-17,999	153	2,440,793	74	1,156,749	47.4%
12,500-15,199	311	4,278,492	135	1,864,357	43.6%
10,000-12,499	207	2,272,477	134	1,460,045	64.2%
7,500-9,999	493	4,369,776	214	1,891,791	43.3%
5,100-7,499	502	3,154,102	222	1,377,638	43.7%
4,000-5,099	642	2,910,890	238	1,067,421	36.7%
3,000-3,999	309	1,059,427	126	442,529	41.8%
2,000-2,999	868	2,216,092	358	911,762	41.1%
1,500-1,999	792	1,384,804	339	600,609	43.4%
1,000-1,499	783	904,907	372	444,396	49.1%
500-999	771	572,100	349	268,612	47.0%
100-499	183	59,628	68	22,378	37.5%
TOTAL	6,206	29,771,059	2,695	12,913,194	43.4%



Note : The chartered fleet counts only ships chartered out by non-operating owners to operators. It excludes 287 ships for 730,193 teu which are owned by owner-operators but are chartered out to another operator, either for operational reasons (vessel exchange within alliances/partnerships) or are surplus to their owners’ requirements.

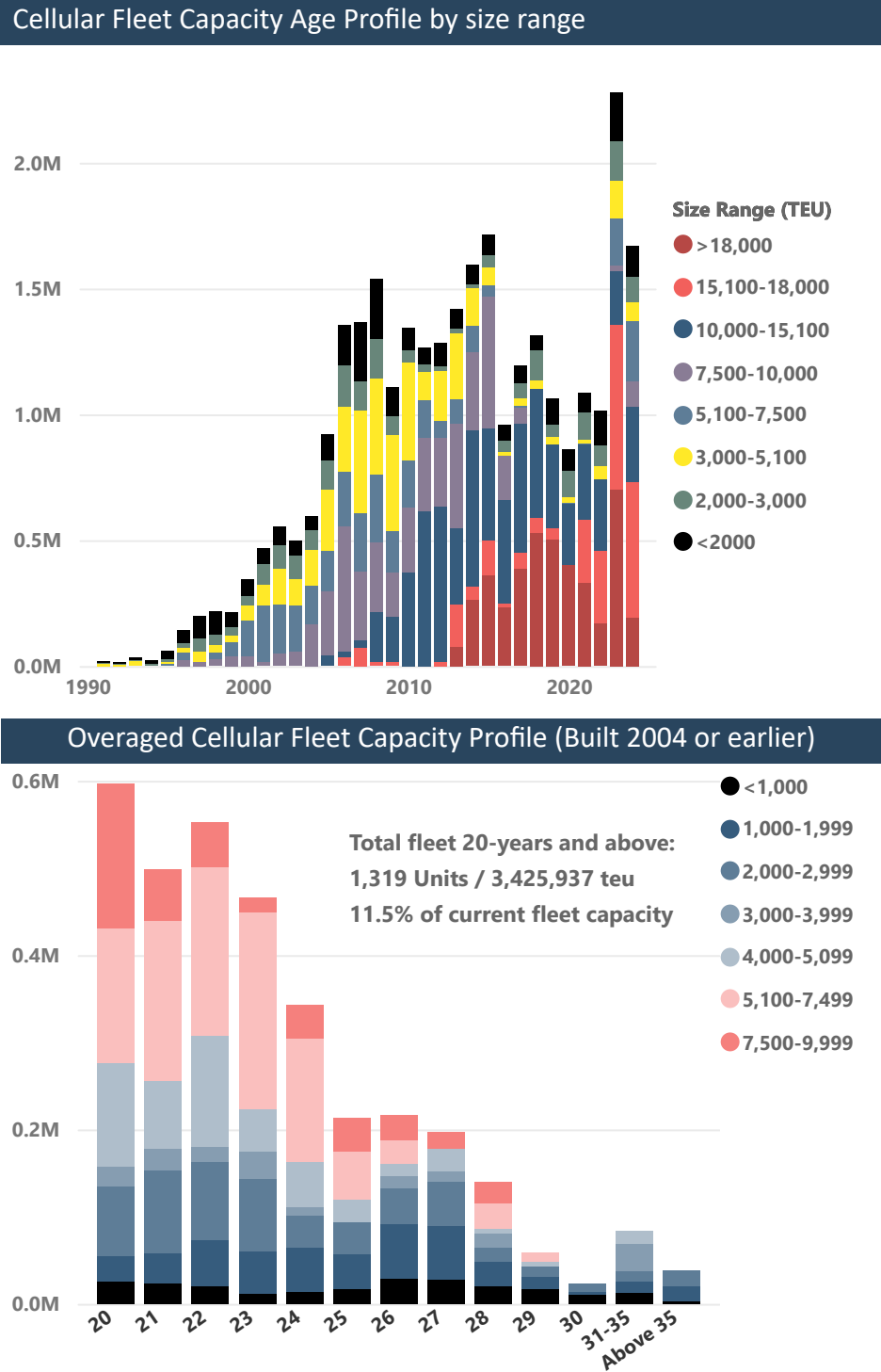
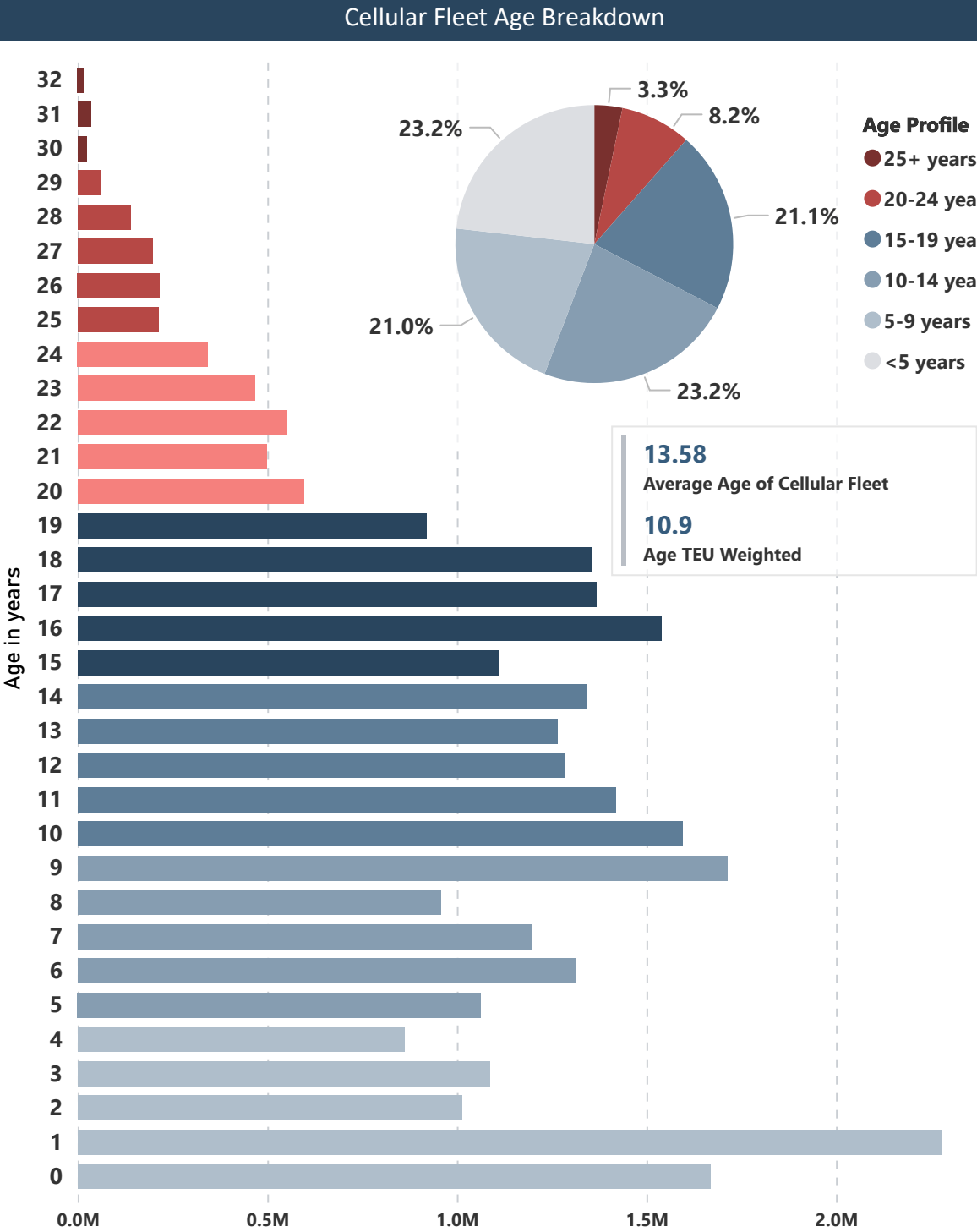
Cellular Orderbook Breakdown

Size Range ▲	Ships On Order	TEU On Order	Of which Chartered Ships	Of which Chartered TEU	% Chartered TEU	Orderbook/ Existing %
18,000-24,000	39	928,948	4	92,000	9.9%	22.4%
15,200-17,999	117	1,867,644	11	170,746	9.1%	76.5%
12,500-15,199	89	1,216,058	12	160,372	13.2%	28.4%
10,000-12,499	36	399,228			100.0%	17.6%
7,500-9,999	90	757,056	37	305,736	40.4%	17.3%
5,100-7,499	53	333,563	31	186,631	56.0%	10.6%
4,000-5,099	16	70,316	2	9,200	13.1%	2.4%
3,000-3,999	33	106,812	2	6,012	5.6%	10.1%
2,000-2,999	37	90,019	9	22,456	24.9%	4.1%
1,500-1,999	42	75,425	15	26,340	34.9%	5.4%
1,000-1,499	67	79,167	45	53,527	67.6%	8.7%
500-999	27	20,155	6	5,050	25.1%	3.5%
100-499	15	3,834	12	3,394	88.5%	6.4%
TOTAL	661	5,948,225	186	1,041,464	17.5%	20.0%



* [Note on Neo-Panamax \(NPX\) ships \(12,500-15,199 teu\)](#) - Ships of 13,300 to 15,199 teu with beams of 49,00 to 51.25m (revised neo-Panamax gauge) are counted in the revised 12,500-15,199 teu segment from 1 Jun 2018.

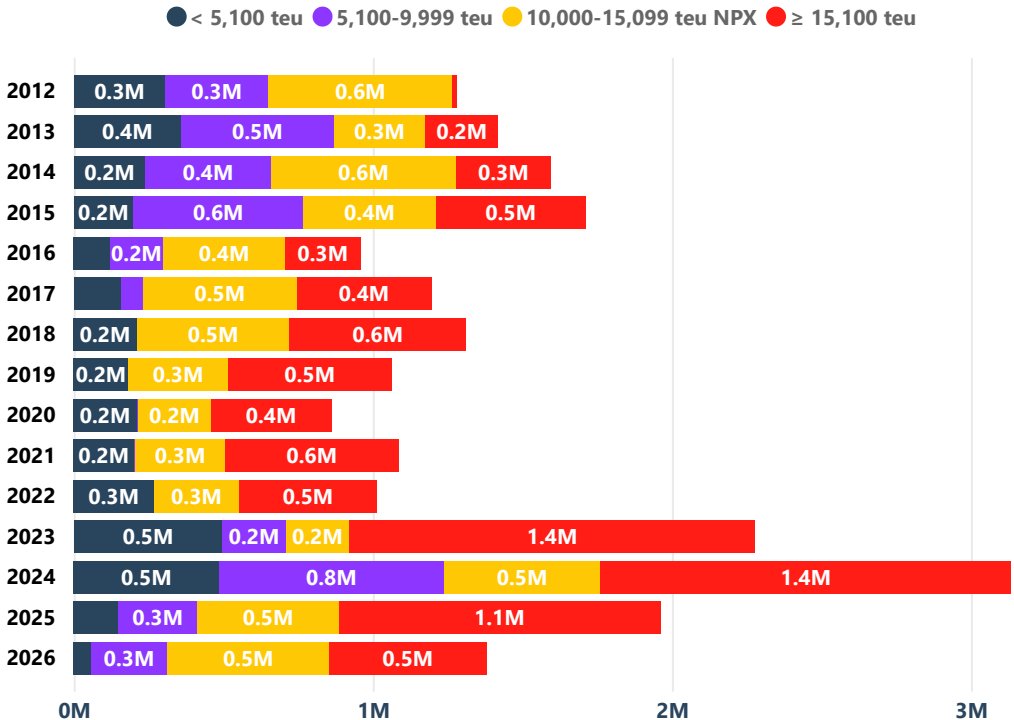
Year	Age	Units	TEU
1995	29	54	58,509
1996	28	80	139,773
1997	27	117	197,313
1998	26	123	216,440
1999	25	91	213,481
2000	24	111	343,319
2001	23	143	466,253
2002	22	172	552,212
2003	21	158	498,209
2004	20	166	595,945
2005	19	260	919,737
2006	18	370	1,353,315
2007	17	418	1,367,692
2008	16	451	1,539,267
2009	15	278	1,108,881
2010	14	268	1,343,982
2011	13	204	1,266,107
2012	12	223	1,282,580
2013	11	230	1,419,117
2014	10	225	1,594,686
2015	9	233	1,712,261
2016	8	145	958,280
2017	7	162	1,195,491
2018	6	174	1,311,394
2019	5	151	1,063,459
2020	4	137	861,499
2021	3	166	1,087,042
2022	2	186	1,013,002
2023	1	347	2,278,417
2024	0	259	1,668,913



Newbuilding Delivery Projections - Cellular Fleet

Del Year	2023 Deliveries		2024F Deliveries		2025F Deliveries		2026F Deliveries	
	ships	teu	ships	teu	ships	teu	ships	teu
> 18,000	29	699,940	13	311,116	9	209,216	8	190,924
15,200-17,999	42	656,855	67	1,062,954	54	866,614	21	335,000
12,500-15,199 NPX*	15	200,644	37	498,928	26	356,990	29	406,654
10,000-12,499	1	11,714	2	23,428	10	114,480	12	134,920
7,500-9,999	3	23,400	37	293,228	26	214,528	23	200,774
5,100-7,499	28	187,927	72	459,455	8	51,782	9	54,352
4,000-5,099	16	73,648	4	18,472	4	17,296	0	0
3,000-3,999	24	76,818	33	107,028	15	47,435	3	10,230
2,000-2,999	59	154,445	56	145,022	9	20,891	10	24,219
1,500-1,999	74	133,957	79	140,562	11	19,812	0	0
1,000-1,499	43	52,087	49	59,278	27	31,934	17	20,194
500-999	8	5,239	18	12,865	11	9,091	3	2,210
100-499	5	1,743	10	2,634	5	1,500	5	1,102
Total	347	2,278,417	477	3,134,970	215	1,961,569	140	1,380,579
Slippage (Net Est)			-15	-80,000	15	80,000		
Adjusted total	347	2,278,417	462	3,054,970	230	2,041,569	140	1,380,579
Scrapping (Est)				120,000		250,000		450,000

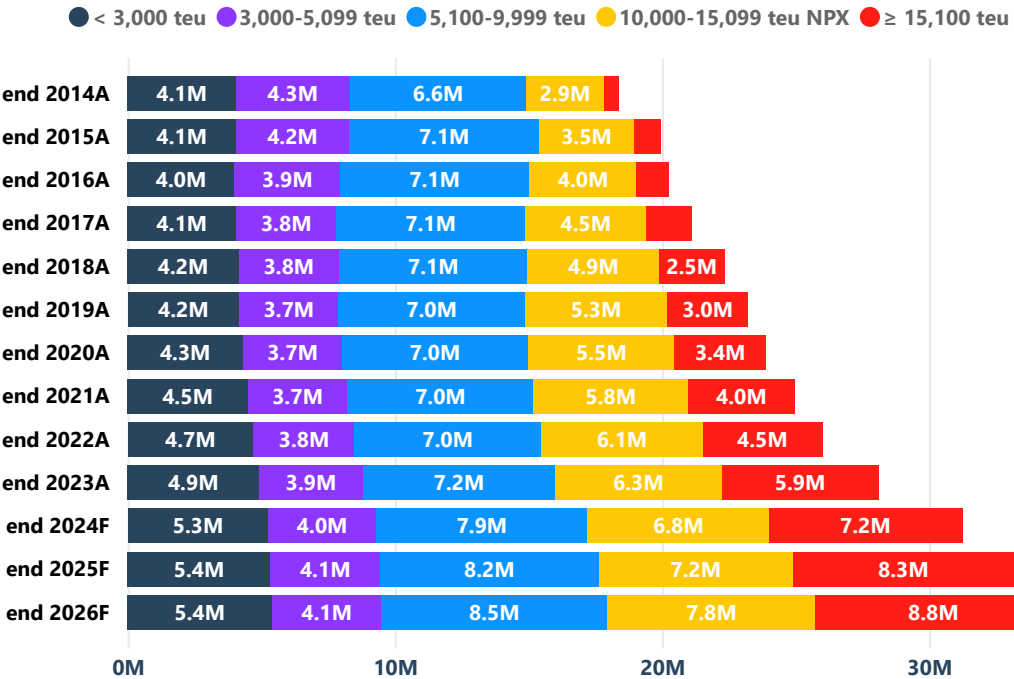
Delivery Breakdown by Size Range in TEU Millions



Newbuilding Delivery Projections - Cellular Fleet

Fleet as at : ▲ TEU nominal	31 Dec 2023		31 Dec 2024		31 Dec 2025		31 Dec 2026	
	ships	teu	ships	teu	ships	teu	ships	teu
> 18,000	184	3,953,431	197	4,263,075	206	4,472,291	214	4,663,215
15,200-17,999	119	1,900,369	184	2,931,797	238	3,798,411	259	4,133,411
12,500-15,199 NPX*	289	3,981,808	328	4,506,380	354	4,863,370	383	5,270,024
10,000-12,499	207	2,272,477	209	2,297,219	219	2,411,699	231	2,546,619
7,500-9,999	480	4,265,122	517	4,559,246	543	4,773,774	566	4,974,548
5,100-7,499	465	2,914,984	537	3,374,638	545	3,426,420	554	3,480,772
4,000-5,099	640	2,901,914	644	2,920,092	648	2,937,388	648	2,937,388
3,000-3,999	290	997,309	322	1,101,286	337	1,148,721	340	1,158,951
2,000-2,999	830	2,115,889	885	2,259,491	894	2,280,382	904	2,304,601
1,500-1,999	746	1,303,359	823	1,440,131	834	1,459,943	834	1,459,943
1,000-1,499	759	874,862	803	927,926	830	959,860	847	980,054
500-999	768	569,311	783	580,070	794	589,161	797	591,371
100-499	180	59,176	188	60,898	193	62,398	198	63,500
Total	5,957	28,110,011	6,420	31,222,249	6,635	33,183,818	6,775	34,564,397
Adjusted Total	5,957	28,110,011	6,340	31,082,388	6,470	32,873,957	6,490	33,804,536
Annual Growth	8.1%		10.6%		5.8%		2.8%	

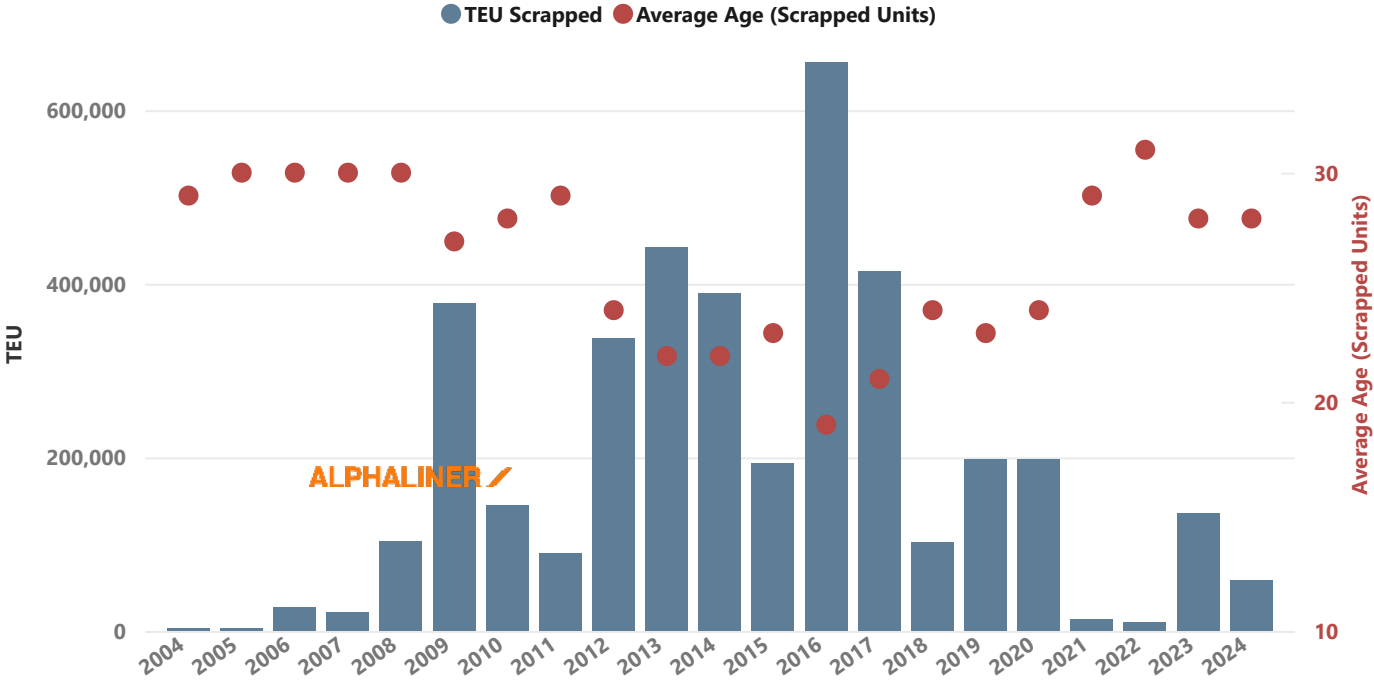
Cellular Fleet Projections



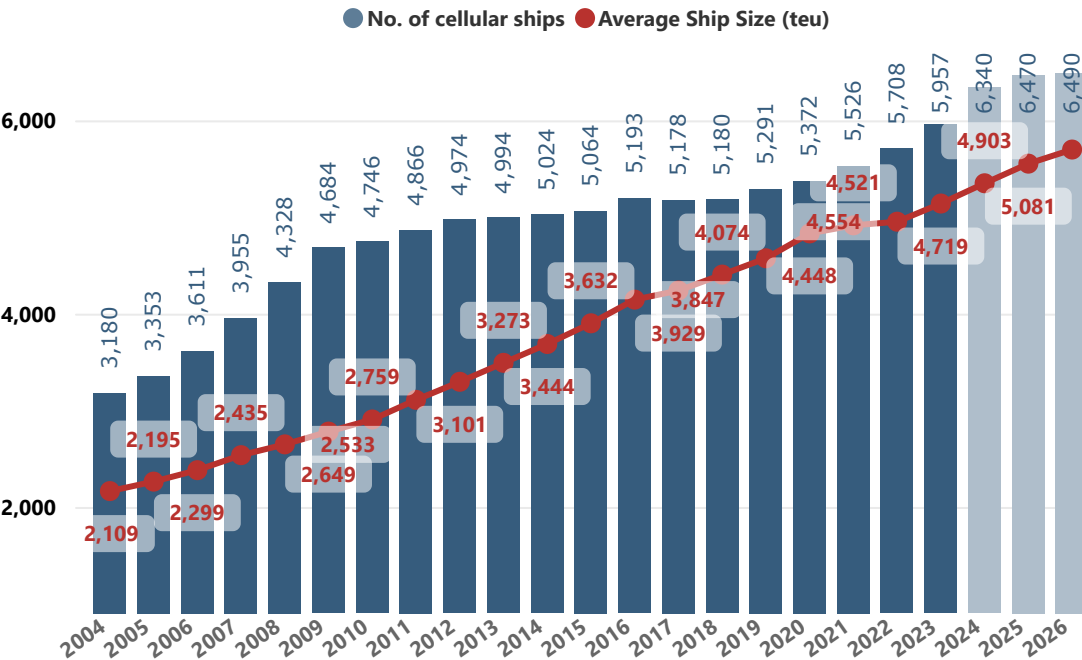
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Deletions

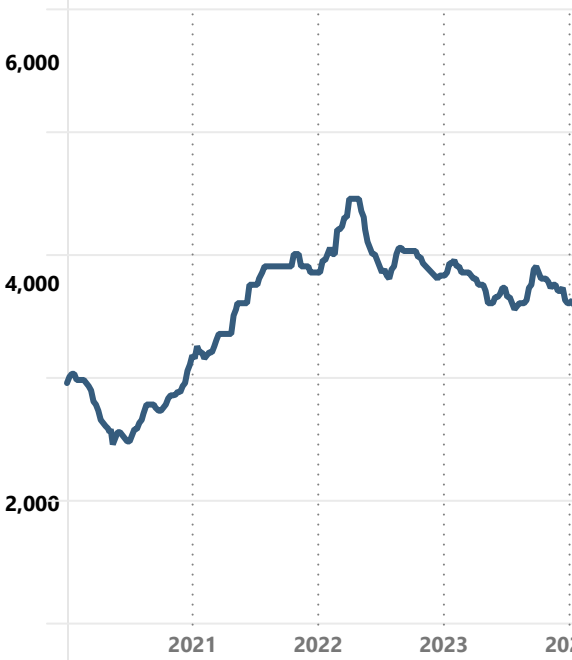
Year	Deleted Units	Deleted TEU	Scrapped Units	Scrapped TEU	Ave. TEU	Ave. Age
2008	98	127,310	63	103,315	1,640	30
2009	210	381,931	205	377,631	1,842	27
2010	142	186,471	98	144,617	1,476	28
2011	94	107,181	75	89,852	1,198	29
2012	202	352,990	184	336,971	1,831	24
2013	211	463,166	194	441,569	2,276	22
2014	180	394,077	170	388,419	2,285	22
2015	107	203,008	89	192,428	2,162	23
2016	201	664,717	192	654,862	3,411	19
2017	161	427,030	147	413,982	2,816	21
2018	64	110,223	56	102,308	1,827	24
2019	114	207,518	105	197,858	1,884	23
2020	101	205,447	89	197,743	2,222	24
2021	20	16,876	18	13,778	765	29
2022	8	12,992	5	10,255	2,051	31
2023	79	138,119	77	135,420	1,759	28
2024	35	60,139	34	57,965	1,705	28



World Cellular Fleet / Average Vessel Size



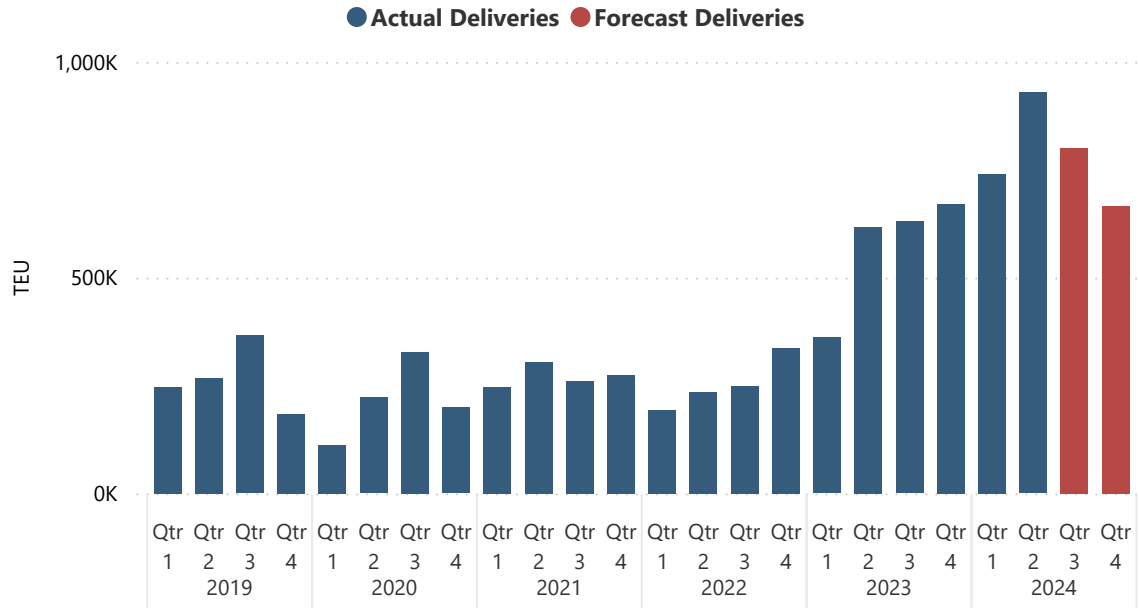
Demolition Prices (India \$/Idt)



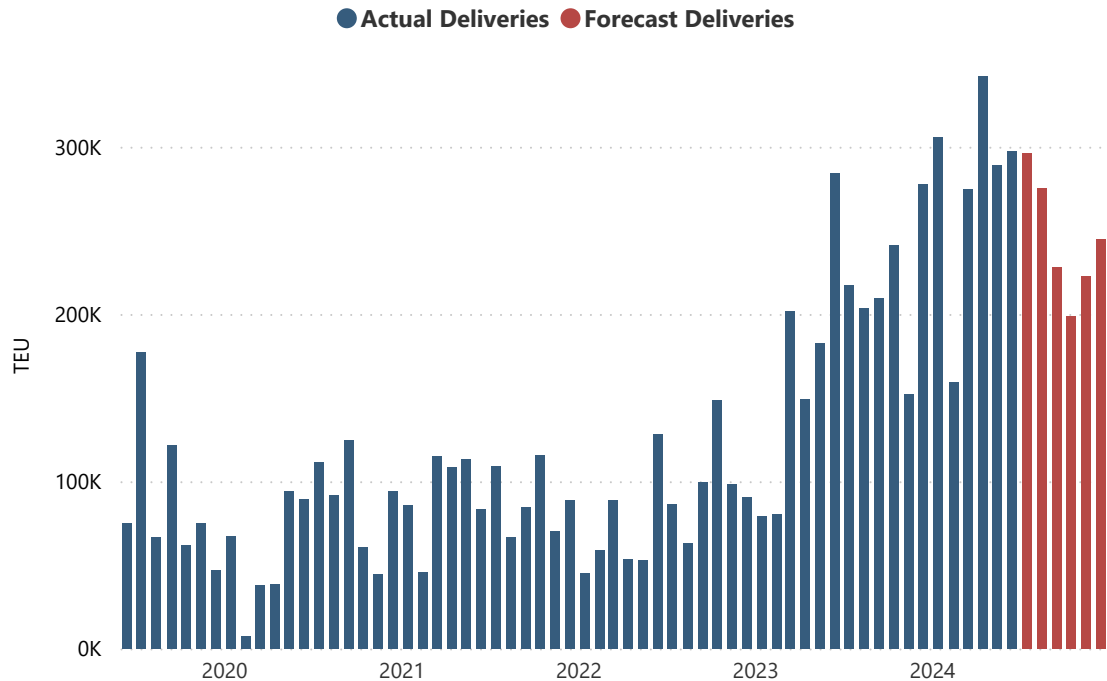
Demolition Prices (Turkey \$/Idt)



Deliveries by Quarter



Deliveries by Month



June 2024 | New Ship Deliveries (Cellular Ships Only)

Vessel Name	Teu	Gear	Managing Owner	Operator	Shipyard
OOCL DENMARK	24,188	No	OOCL	OOCL	Dalian COSCO KHI (DACKS)
MSC ELENOIRE	16,616	No	Seaspan	MSC	Yangzijiang Shipbuilding (YZJ)
MSC MAURA	16,616	No	Seaspan	MSC	Yangzijiang Shipbuilding (YZJ)
MSC ROME	15,576	No	MSC	MSC	Hyundai Samho
EVER MAST	15,372	No	Evergreen Group	Evergreen Line	Samsung H.I.
ONE FORTUNE	15,258	No	Seaspan	ONE	Yangzijiang Shipbuilding (YZJ)
COSCO SHIPPING MEXICO	14,092	No	COSCO Group	COSCO Shipping	COSCO Shipyard
WAN HAI A16	13,458	No	Wan Hai Lines	Wan Hai Lines	Samsung H.I.
CMA CGM BELEM	13,264	No	CMA CGM Group	CMA CGM	Jiangnan Changxing
HMM RUBY	13,253	No	HMM Co Ltd	HMM Co Ltd	Daewoo (DSME)
MAERSK EL BANCO	12,846	No	A.P. Moller-Maersk	Maersk A/S	Japan Marine United Co
MSC COTONOU VIII	8,192	No	MSC	MSC	Hyundai Samho
MSC TEMA VIII	8,192	No	MSC	MSC	Hyundai Samho
MSC MOMBASA	8,030	No	MSC	MSC	Hyundai H.I.
GREENLAND	8,010	No	Danaos Shg	MSC	Daehan
ZIM SAPPHIRE	7,800	No	Seaspan	Zim	Yangzijiang Shipbuilding (YZJ)
ONE RELIABILITY	7,164	No	Seaspan	ONE	Shanghai Waigaoqiao
ONE REPUTATION	7,164	No	Seaspan	ONE	Shanghai Waigaoqiao
ALS CLIVIA	7,100	No	Asiatic Lloyd / Atlantic Lloyd	CMA CGM	Dalian Shipyard
TS DUBAI	7,092	No	TS Lines	CMA CGM	Shanghai Waigaoqiao
PRESIDENT REAGAN	5,598	No	CMA CGM Group	APL	Qingdao Beihai
ZIM HAWK	5,315	No	Navios Group	Zim	Zhoushan Changhong
EVER VAST	3,110	No	Evergreen Group	Evergreen Line	Guangzhou Wenchong
WAN HAI 373	3,055	No	Wan Hai Lines	Wan Hai Lines	Japan Marine United Co
CELSIUS EINDHOVEN	3,006	No	Celsius Shipping	UniFeeder	Penglai Zhongbai Jinglu
GREEN PARK	2,954	No	XT Shipping Ltd	Hapag-Lloyd	Mawei Shipyard
ACASTOS	2,862	No	Capital Ship Management	Maersk A/S	Hyundai Mipo
MAERSK PORT KLANG	2,822	No	Nissen Kaiun	Maersk A/S	Tsuneishi (Zhoushan)
IRENES RALLY	2,782	No	Tsakos Shg & Tdg	Maersk A/S	Hyundai Mipo
STARSHIP MERCURY	2,548	No	Namsung Shipping	Namsung Shipping	Hyundai Mipo
ITAL WIT	2,373	No	Evergreen Group	Evergreen Line	Guangzhou Wenchong
CMA CGM TIVOLI	2,126	No	CMA CGM Group	CMA CGM	Hyundai Mipo
SITC ZHI	1,868	No	SITC	SITC	Zhejiang Yangfan
STEPHANIA K	1,809	No	Euroseas Ltd	OOCL	Hyundai Mipo
MSC CHAEWON	1,800	No	MSC	MSC	Mawei Shipyard
MSC JENNA	1,800	No	MSC	MSC	Mawei Shipyard
SITC HAODE	1,800	No	SITC	SITC	Huang Hai Shipyard
CA GUANGZHOU	1,640	No	CA Shipping	Asean Seas Line Co (ASL)	Guangzhou Wenchong
PANDA 004	1,380	No	USC Barnkrug	Tailwind Shipping Lines	Penglai Zhongbai Jinglu
ZHI YING HE SHUN	1,354	No	Chinese owners	-	Universe SB Yangzhou
MTT LIMBANG	1,220	No	MTT Shipping	MTT Shipping	Linhai Shipyard
CA NAGOYA	1,182	No	CA Shipping	Asean Seas Line Co (ASL)	Wuchang
ECO LEVANT	1,170	No	Sea Consortium	X-Press Feeder Group	Ningbo Xinle
ECO MARIN	1,170	No	Sea Consortium	X-Press Feeder Group	Dayang Shipbuilding
A ATAGO	1,096	No	Goto Shipping	Goto Shipping	Kyokuyo Shipyard
TANTO SENTOSA	558	Yes	Tanto Intim Line	Tanto Intim Line	Ningbo Boda

Cellular Orderbook as at 1st of the month

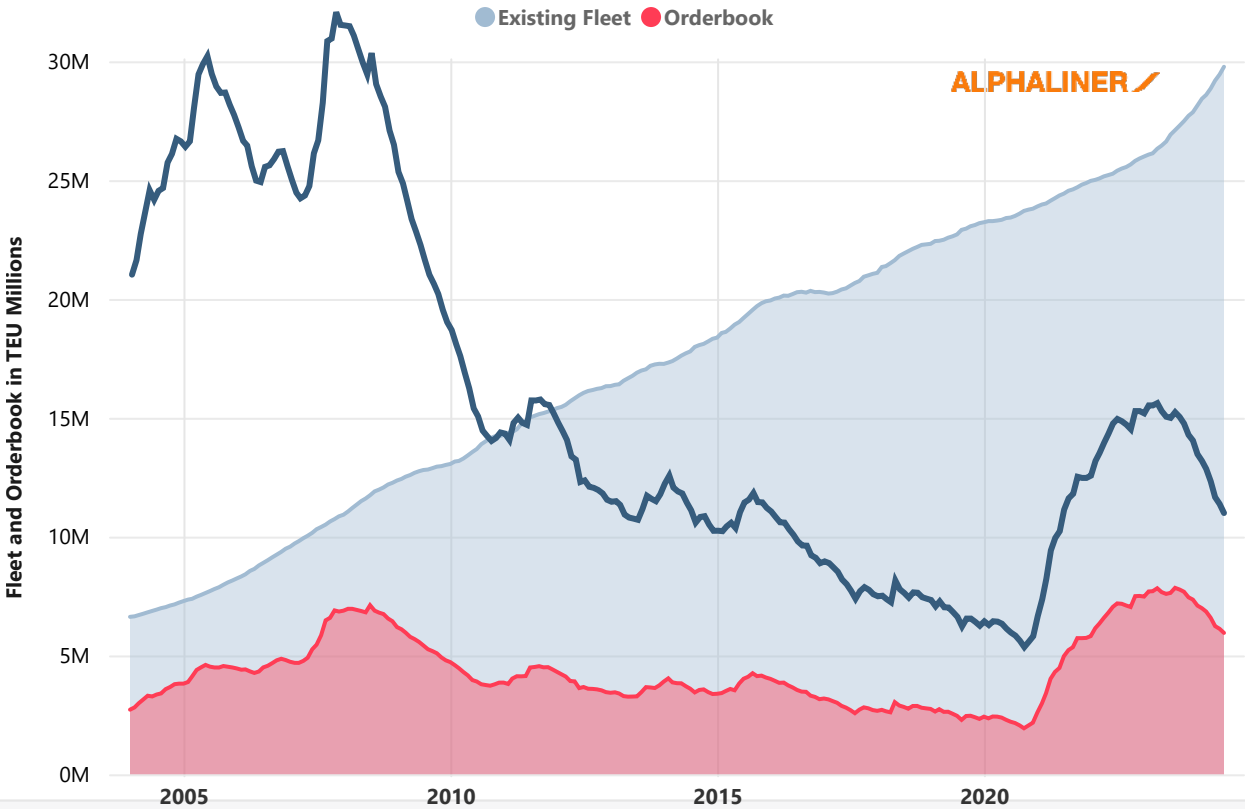
Ships On Order	TEU On Order	Of which Chartered Ships	Of which Chartered TEU	% Chartered TEU	As % of existing fleet
661	5,948,225	186	1,041,464	17.5%	20.0%

Deliveries		
Month	Units	TEU
April	58	342,458
May	43	289,017
June	46	297,681

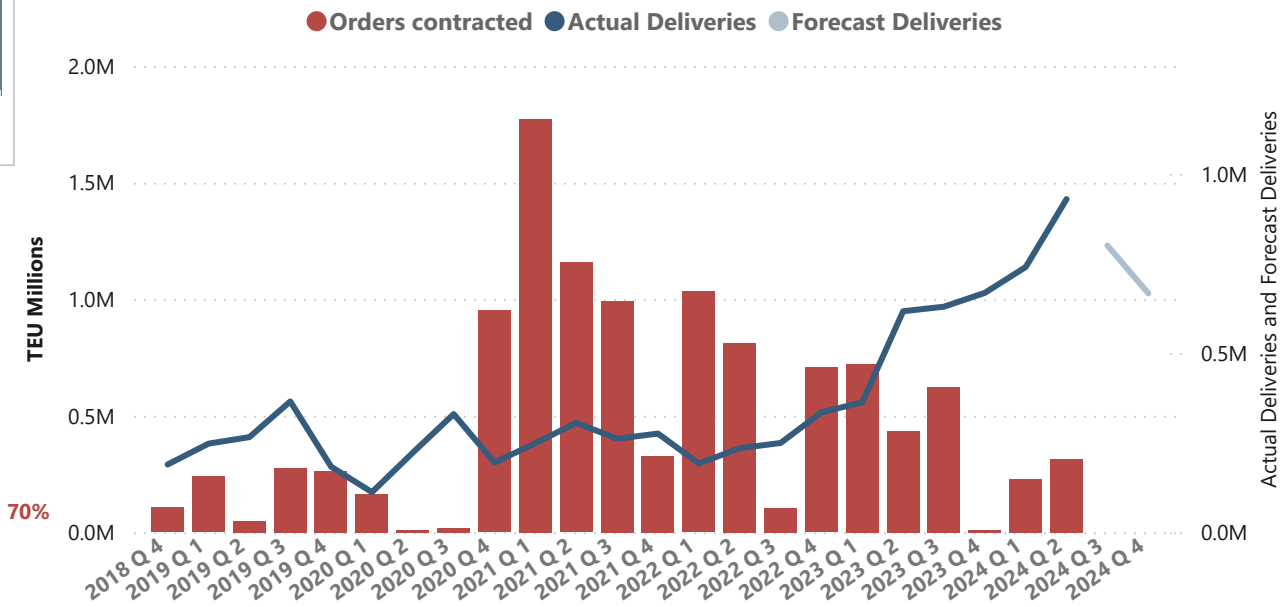
New Orders		
Month	Units	TEU
April	7	26,492
May	17	159,880
June	16	129,064

Demolitions		
Month	Units	TEU
April	5	7,177
May	4	4,856
June	6	6,381

Orderbook-to-Fleet Development 2004-2024 (Cellular ships only)



Cellular Orders Placed by Quarter

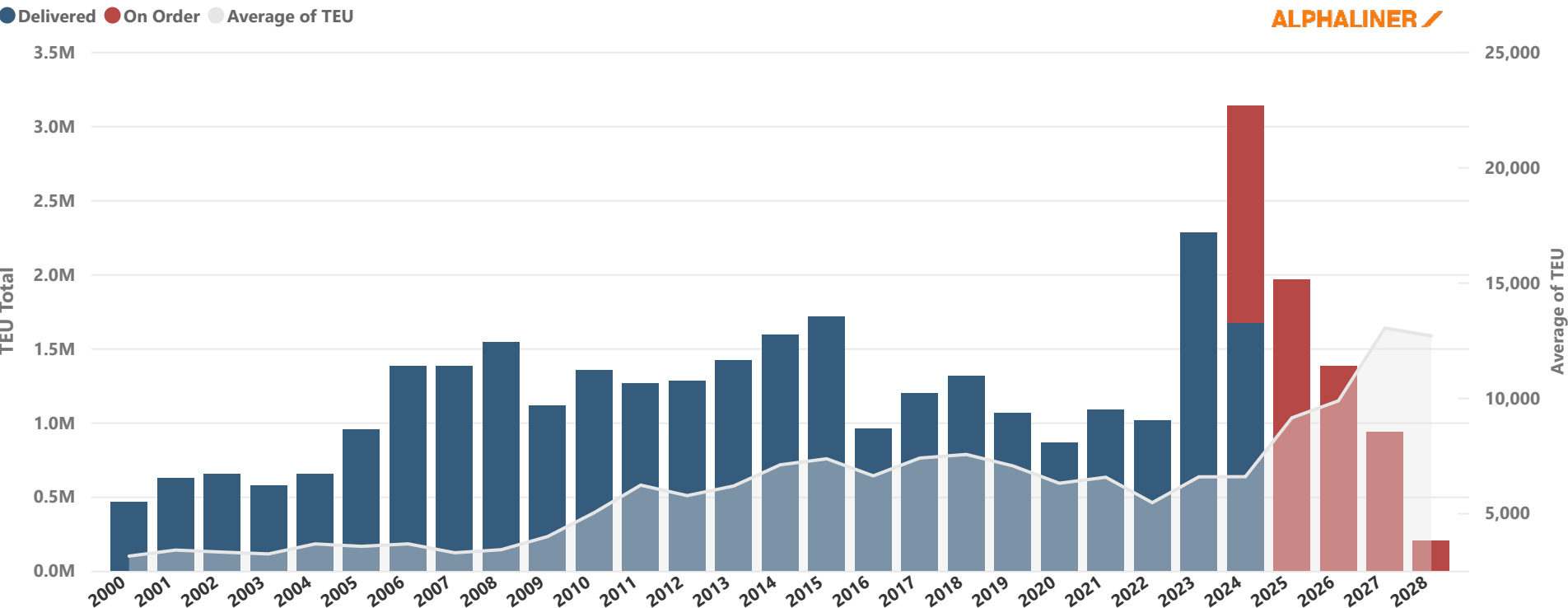


Recent Orders (Cellular ships only excluding unconverted options)

Date	Owner	Shipyard	Size (TEU)	Delivery	Price
Jun 24	Navios Group	Hanjin H.I.	2 x 7,900	2026	\$110 M each
Jun 24	Doehle, Peter	Jiangnan Changxing	4 x 14,170	2026-27	\$145 M each
Jun 24	Evergreen Group	Guangzhou Wenchong	6 x 2,400	2026	\$53 M each
Jun 24	TS Lines	Shanghai Waigaoqiao	2 x 14,000	2027	\$150 M each
Jun 24	TS Lines	Shanghai Waigaoqiao	2 x 7,092	2026-28	\$90 M each
May 24	Sea Consortium	Shanghai Waigaoqiao	4 x 11,000	2027-28	\$115 M each
May 24	Seaspan	Jiangnan Changxing	6 x 13,000	2027	\$180 M each
May 24	Seaspan	Yangzijiang Shipbuilding	4 x 9,000	2028	\$125 M each
May 24	Ningbo Ocean Shg Co	Jianxi Jianxin SY	2 x 740	2026	
May 24	Sanmanyoshi YK	Koike Shipbuilding	1 x 400	2025	
Apr 24	RCL (Regional Container Line)	Guangzhou Wenchong	2 x 4,382	2027	\$56.6 M each
Apr 24	Imoto Lines	Miura	1 x 200	2027	
Apr 24	Arkas Group	Guangzhou Wenchong	4 x 4,382	2028	\$60 M each
Feb 24	Delphis (CMB)	Qingdao Yangfan	1 x 1,400	2026	



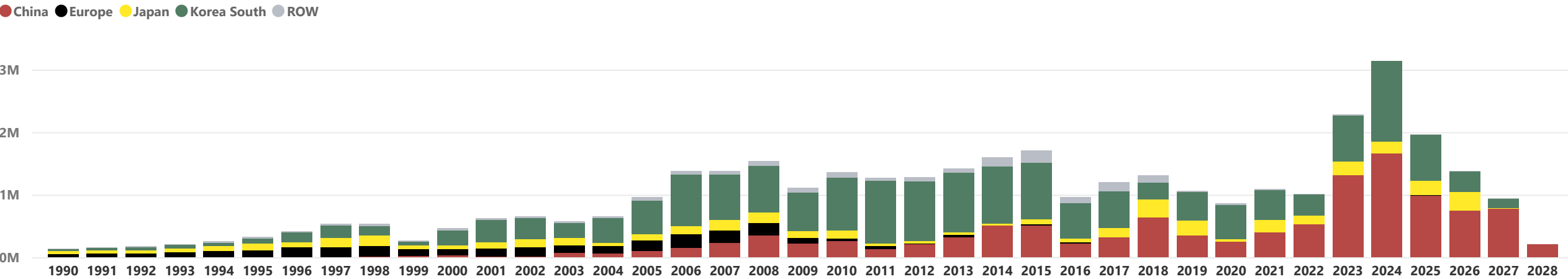
Cellular Containerships Deliveries by TEU



Cellular Orderbook

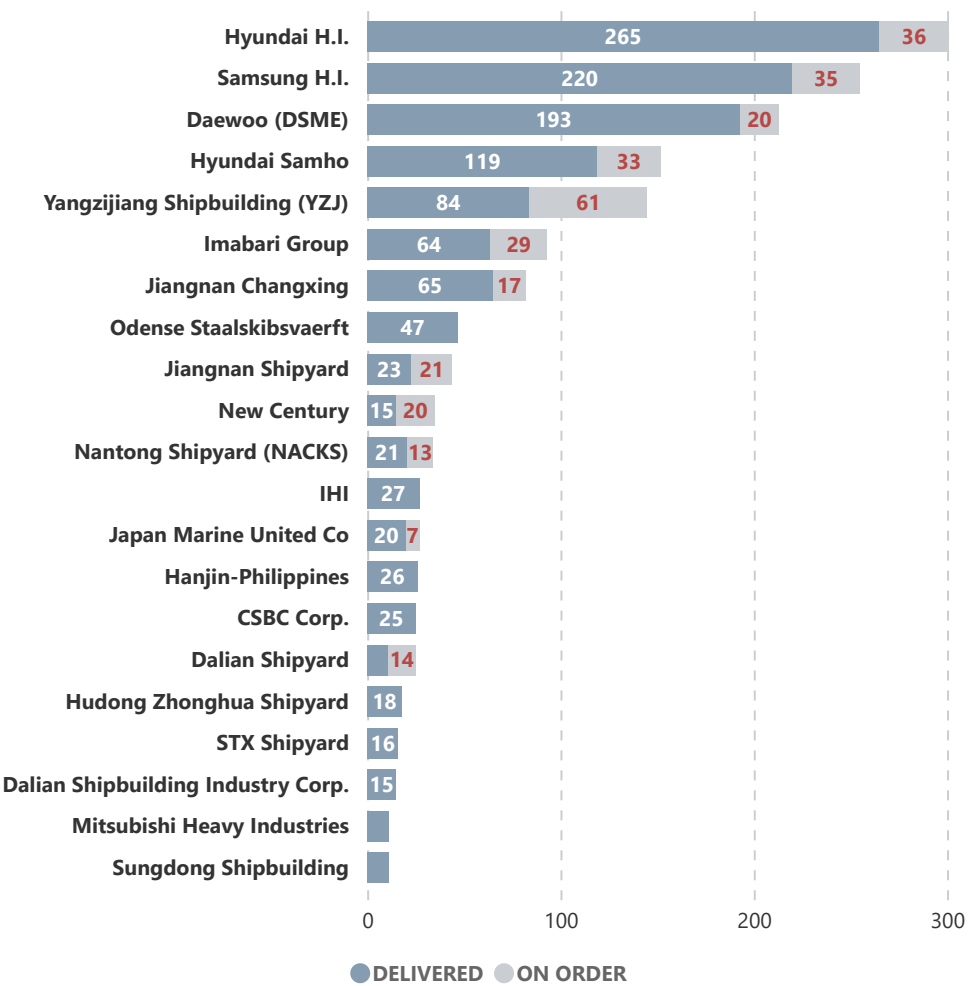
Building zone	Units	TEU	Share
China	411	3,386,926	57%
> 10,000	153	2,419,670	41%
5,100-10,000	86	650,529	11%
<3,000	140	195,143	3%
3,000-5,100	32	121,584	2%
Korea South	170	1,903,623	32%
> 10,000	96	1,503,722	25%
5,100-10,000	43	344,910	6%
<3,000	31	54,991	1%
Japan	71	636,032	11%
> 10,000	32	488,486	8%
5,100-10,000	14	95,180	2%
3,000-5,100	12	36,660	1%
<3,000	13	15,706	0%
ROW	5	12,320	0%
3,000-5,100	3	10,860	0%
<3,000	2	1,460	0%
Europe	4	9,324	0%
3,000-5,100	2	8,024	0%
<3,000	2	1,300	0%
World	661	5,948,225	100%

Actual and Planned Deliveries by Building zone

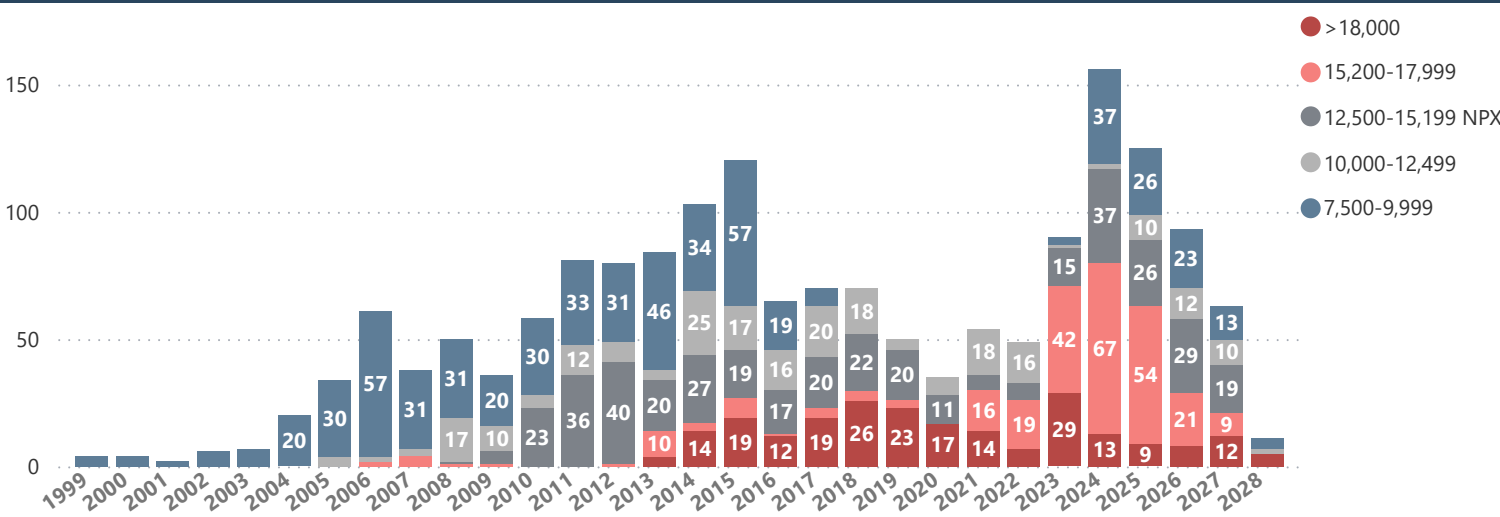


VLCS Watch	Current Fleet		Orderbook	
Size range	Units	TEU	Units	TEU
>18,000	192	4,147,571	39	928,948
15,200-17,999	153	2,440,793	117	1,867,644
12,500-15,199 NPX	311	4,278,492	89	1,216,058
10,000-12,499	207	2,272,477	36	399,228
7,500-9,999	493	4,369,776	90	757,056
Total	1356	17,509,109	371	5,168,934

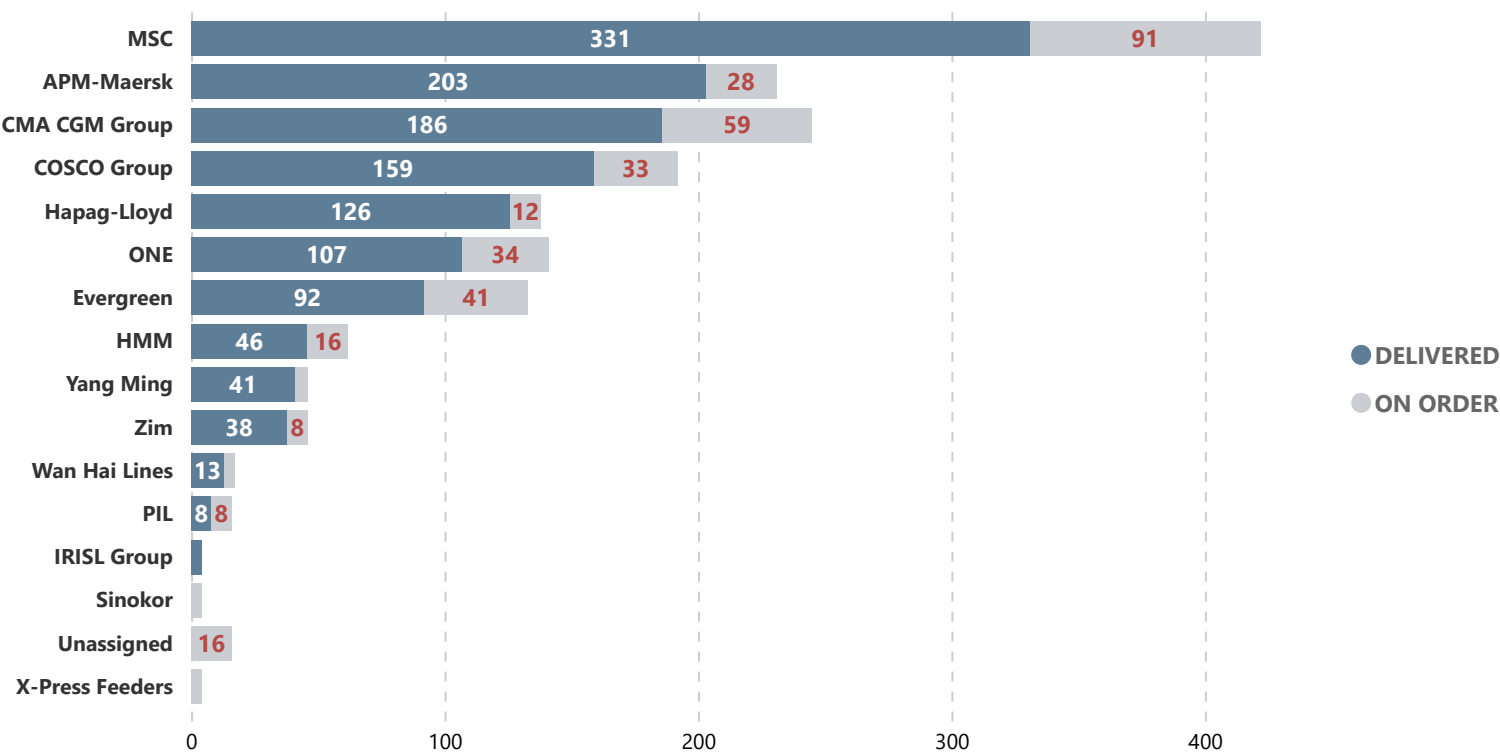
VLCS Deliveries by Shipyard



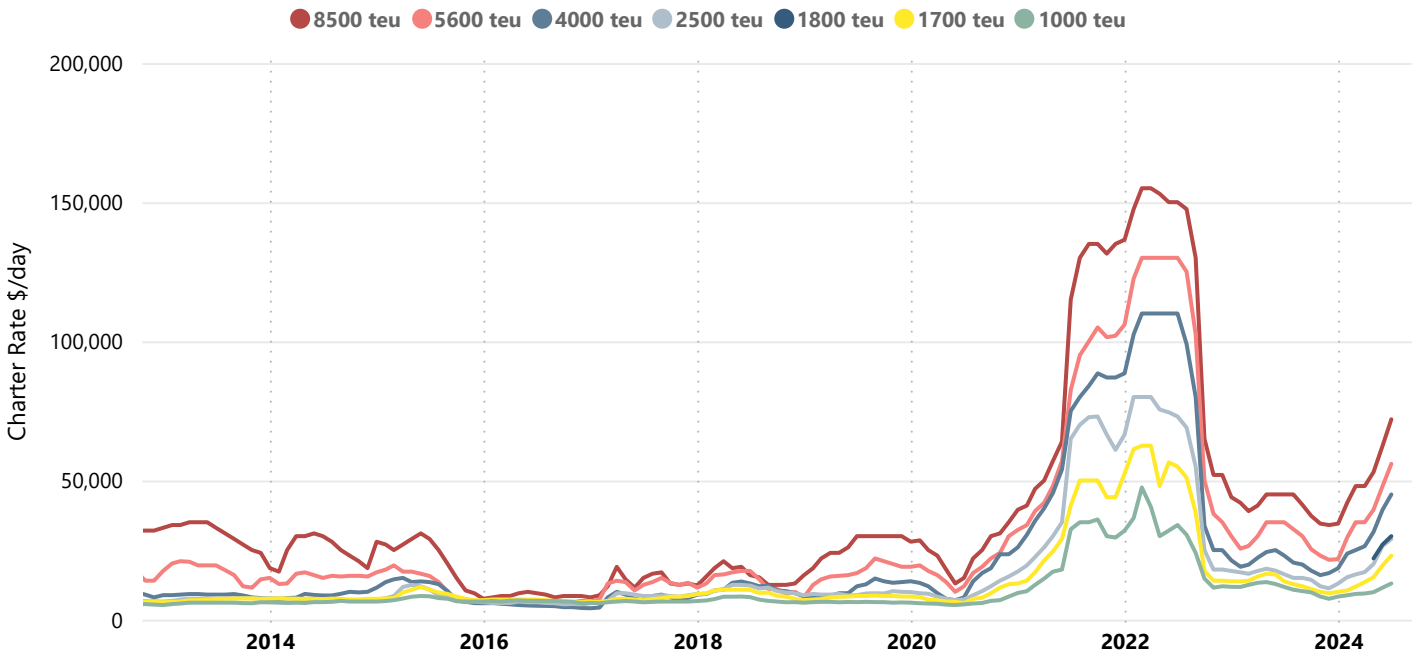
VLCS Fleet by Year of Delivery



VLCS Deployment by Carrier



Alphaliner Charter Rates



Size ▲	May 2024 \$/day	Jun 2024 \$/day	MoM Change %	Jun 2023 \$/day	YoY Change %	Jul 2024 \$/day
8500 teu	53,000	62,500	17.9% ↑	45,000	38.9% ↑	72,000
5600 teu	39,500	48,000	21.5% ↑	35,000	37.1% ↑	56,000
4000 teu	31,500	39,500	25.4% ↑	25,000	58.0% ↑	45,000
2500 teu	20,000	26,500	32.5% ↑	17,600	50.6% ↑	29,000
1800 teu	22,000	27,000	22.7% ↑			30,000
1700 teu	15,250	19,500	27.9% ↑	16,250	20.0% ↑	23,000
1000 teu	9,870	11,500	16.5% ↑	12,800	-10.2% ↓	13,000
Alphaliner Index	179	221	23.3% ↑	144	53.7% ↑	252

Note: Rates based on 12 months fixtures. Alphaliner Index Jan 2000 = 100. 500 teu series discontinued from Jan 2012 due to decreasing demand for this size. 5,600 teu and 8,500 teu series added from Jan 2012 and post-2018 built 1,800 teu Bangkokmaxes added from July 2024 when the market became liquid. Alphaliner Index re-based to accommodate the above changes. Rates given are assessments only, considering the current lack of 12 months fixtures.

Representative Fixtures (selected fixtures only - full list available online)

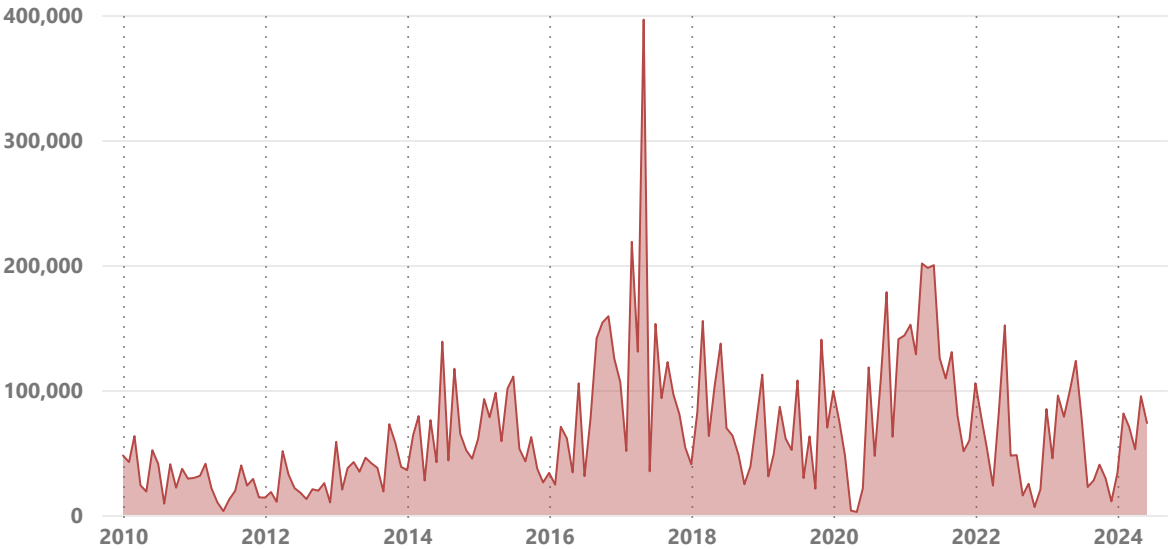
Vessel Name	Built	Teu	Teu 14t	Gear	Plg/EGCS	Charterer	Period	US\$/day
ZIM SHANGHAI	2006	9,469	6,745	No	700	COSCO SHIPPING Lines	35-37 m	35,900
ZIM YANTIAN	2006	9,469	6,745	No	700	COSCO SHIPPING Lines	36 m	35,900
ORDER / HULL N286	2026	7,900		No	Scrub	ONE	48 m	43,000
ORDER / HULL N287	2026	7,900		No	Scrub	ONE	48 m	43,000
BF HAMBURG	2009	6,494	4,494	No	500/Scrub	ONE	36 m	38,500
MSC DARDANELLES	2003	6,492		No	533/Scrub	CMA CGM	36 m	49,000
SC MARA	2006	5,060	3,373	No	500	Matson	35-37 m	35,000
WIELAND	2014	4,957	3,739	No	600	Hapag-Lloyd	24-26 m	32,000
ZHONG GU WU HAN	2023	4,636	4,200	No	360	X-Press Feeders	24 m	40,000
BF GIANT	2010	4,398	2,810	No	450/Scrub	ONE	24 m	35,000
MONACO	2009	4,253	2,805	No	400	CMA CGM	24 m	30,000
SC MONTREUX	2005	4,132	2,995	No	1001	CMA CGM	36 m	31,000
VIOLET SHANGHAI	2008	3,700	2,431	No	500	Akkon Lines	23-25 m	30,000
IRENES RAY	2006	3,388	2,430	No	300	Maersk A/S	28-32 m	35,000
ACASTOS	2024	2,862	2,340	No	604	Maersk A/S	70-110 d	75,000
SKY TAURUS	2003	2,824	2,030	No	554	Akkon Lines	6 m	59,000
HONG DA XIN 768	2023	2,754		No		Emirates Shipping Line	12 m	27,000
XIN BIN ZHOU	1999	2,732	2,238	No	567	MSC	22-24 m	31,000
RUN QING PING AN	2024	2,684	2,400	No	400	Maersk A/S	12 m	23,000
VIVALDI	2010	2,546	1,905	Yes	536	ONE	24 m	23,000
ZHU CHENG XIN ZHOU	2002	2,526	1,895	Yes	481	CMA CGM	23-25 m	29,000
MARINER	2015	2,357	1,780	Yes	500	COSCO SHIPPING Lines	24 m	26,500
MIA SCHULTE	2015	2,345	1,780	Yes	500	COSCO SHIPPING Lines	24 m	27,500
OREA	2015	2,192	1,570	Yes	490	CMA CGM	12 m	37,000
RED CEDAR	2001	1,842	1,350	Yes	150	Unifeeder	7-12 m	20,000
ARIONAS	2023	1,827	1,213	No	279	BAL Container Line	4-5 m	43,000
ORDER / PEPI STAR	2024	1,809	1,277	No	279	OOCL	23-25 m	24,250
ASL HONG KONG	2022	1,800	1,370	No	300	Emirates Shipping Line	11-13 m	31,000
LITTLE WARRIOR	2023	1,781	1,385	No	250	RCL	12 m	30,000
ORDER / HAIAN OPUS	2024	1,781	1,376	No	258	HMM	24-26 m	24,000
AMO	1997	1,730	1,124	Yes	200	OVP Shipping	7-9 m	21,750
JOANNA	1999	1,730	1,124	Yes	200	Samudera	23-25 m	16,500

Sales and Purchase (Cellular Containerships : Reported Sales)

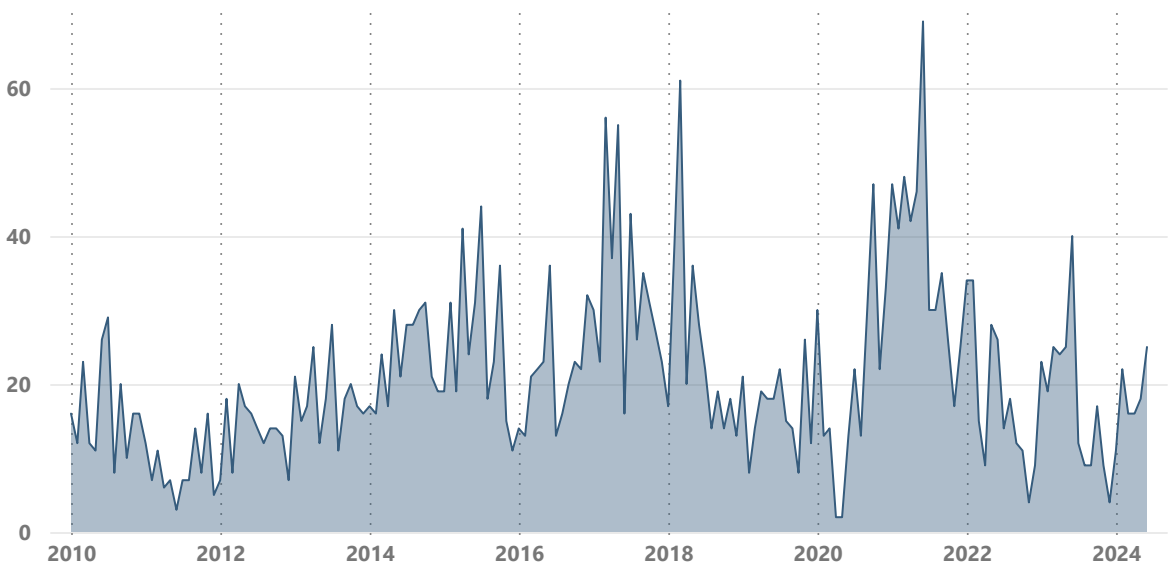
Full list of Sales are available at www.alphaliner.com

Ship name	Blt	Age	Teu	Seller	Buyer	Price US\$ m	Month
ZIM WILMINGTON	2014	10	9,034	Seamax Capital Mgmt	Unnamed buyers	priv	Jun
Hull H1381	2024	NB	7,092	RCL	Wan Hai Lines	90	Jun
KOTA TEMA	2024	NB	7,092	RCL	Wan Hai Lines	90	Jun
IKARIA	2002	22	5,908	Int'l Maritime Enterprises	MSC	priv	Jun
SEAMAX STAMFORD	2015	9	5,018	Seamax Capital Mgmt	Sea Consortium	priv	Jun
NORTHERN DIPLOMAT	2009	15	3,700	V. Ships (Hamburg)	MPC Group	23.6	Jun
NORTHERN DEMOCRAT	2009	15	3,700	V. Ships (Hamburg)	MPC Group	23.6	Jun
NORTHERN DEPENDANT	2008	16	3,700	V. Ships (Hamburg)	MPC Group	22.3	Jun
BFAD ATLANTIC	2010	14	3,426	Bridgefort Maritime	Doehle, Peter	priv	Jun
SPARTEL TRADER	2003	21	3,237	Lomar Corp.	HK Quanfu Shipping	priv	Jun
NEW JERSEY TRADER	2011	13	2,786	Lomar Corp.	MSC	priv	Jun
CAUCEDO EXPRESS	2009	15	2,592	Delphis (CMB)	Doehle, Peter	priv	Jun
WAN HAI 303	2002	22	2,496	Wan Hai Lines	Unnamed buyers	12.9	Jun
HANSA WOLFSBURG	2007	17	1,732	Leonhardt & Blumberg	Unnamed buyers	14	Jun
OKEE ALICIA	2007	17	1,732	OKEE Maritime GmbH	UAFL	priv	Jun
UNI-PACIFIC	1999	25	1,618	Evergreen Group	Unnamed buyers	priv	Jun
WARNOW MATE	2010	14	1,496	Marlow Navigation	Contships	priv	Jun
PETKUM	2008	16	1,368	Briese Schifffahrt	Admiral Container Lines	priv	Jun
HS BUSAN	2006	18	1,043	HS Schifffahrts	Unnamed buyers	7	Jun
PADIAN 4	2002	22	1,032	Amann Shipping	Transworld Group	priv	Jun
CONTSHP EVE	2008	16	966	Contships	Klingenberg, Armin	8	Jun
SITC MANILA	2000	24	787	SITC	Unnamed buyers	priv	Jun
ORION	2008	16	698	Kontor 17 Ship Mgmt	Grupo Sousa	priv	Jun
ATLANTIS	2003	21	657	Baltnautic Shipping	Philippine Span Asia	priv	Jun
NAYADA	2000	24	648	Poseidon Shipping	Unnamed buyers	priv	Jun
YM TRUST	2021	3	11,714	Shoei Kisen	Yang Ming	priv	May
YM TOGETHER	2021	3	11,714	Shoei Kisen	Yang Ming	priv	May
YM TROPHY	2022	2	11,714	Shoei Kisen	Yang Ming	priv	May
CORNELIUS MAERSK	2000	24	9,640	A.P. Moller-Maersk	MSC	priv	May

TEU capacity of Containerships sold



Ships Sold

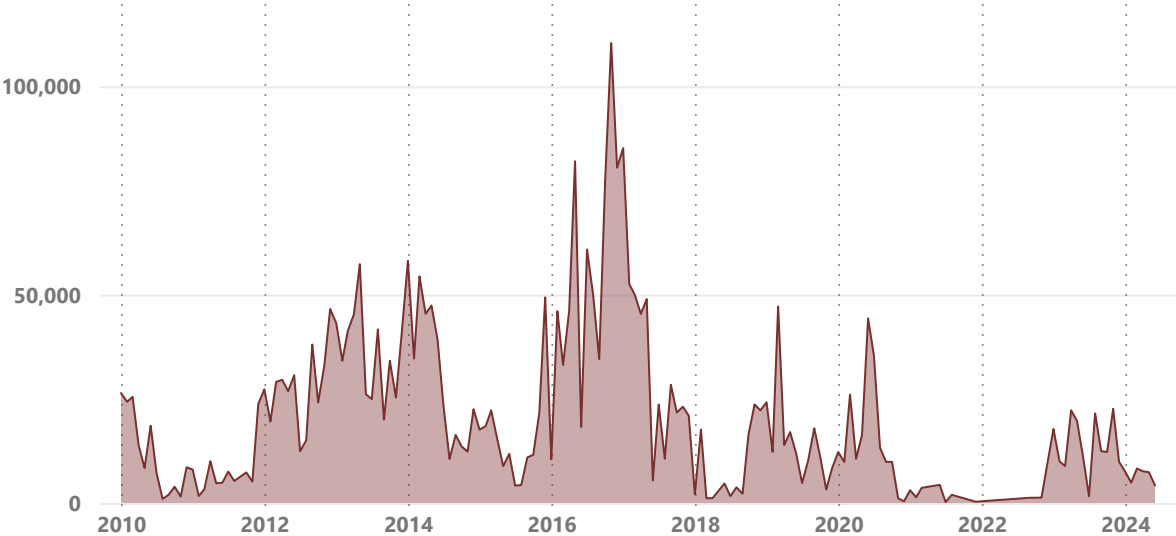


Demolition Sales (Cellular Containerships : Reported Sales)

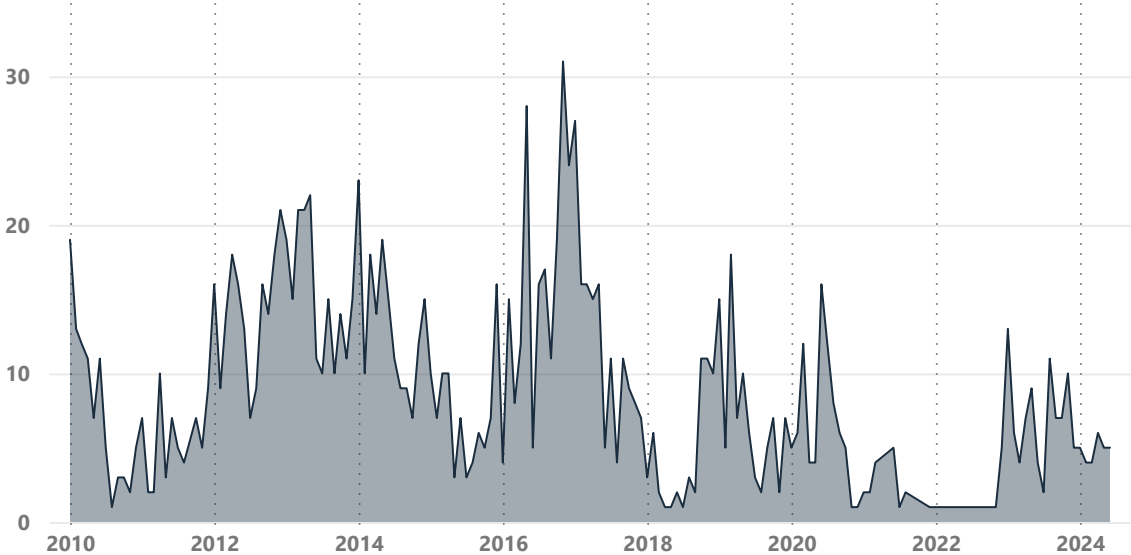
Full list of Sales are available at www.alphaliner.com

Ship Name	Built	Age	Teu	Ldt	\$/ldt	Last Trading Owner	Scrap location	Sold
MSC TIA II	1999	25	1,837	9,020	\$555	MSC	India	Jun
SIA 21	2000	24	712			Philippine Span Asia	Bangladesh	Jun
DOOWOO	1992	32	700	3,744	\$532	Doowoo Shipping	Bangladesh	Jun
FAR EAST GRACE	2007	17	599	3,585	\$500	Sino Far East Shipping	Unknown	Jun
KAI 1	1994	39	357	2,404	\$530	Fujian Xinan Shipping	Bangladesh	Jun
JEPPESEN MAERSK	2001	23	3,003	14,575		A.P. Moller-Maersk	Turkey	May
KAPITAN MASLOV	1998	26	1,746	7,550		FESCO	Bangladesh	May
UNI-ASSURE	1999	25	1,164	7,098	\$377	Evergreen Group	Turkey	May
FESCO TRADER	1997	27	1,060	5,114		FESCO	India	May
HEUNG-A TOKYO	1996	28	420	2,446	\$581	Heung-A Shipping	Bangladesh	May
MSC NILGUN	1994	30	2,394	12,553	\$565	MSC	India	Apr
SAWASDEE SINGAPORE	1995	29	1,512	7,138	\$600	Hansung Line	Bangladesh	Apr
BORD	1993	31	1,156	5,723	\$454		Unknown	Apr
SINOKOR HONGKONG	1996	28	1,129	5,300	\$598	Sinokor	Bangladesh	Apr
SINOKOR QINGDAO	1999	25	834	4,672	\$593	Sinokor	Bangladesh	Apr
JI YUAN	1994	30	585	4,476	\$540	Ji Zhou Shipping Co.	Unknown	Apr
MSC ROSSELLA	1993	31	3,424	13,306	\$530	MSC	India	Mar
STRIDE	1997	27	2,174	8,973	\$120	Danaos Shg	United States	Mar
MAPOCHO	1999	25	1,585	7,297		CSAV	Turkey	Mar
HE SHENG	2002	22	1,096	4,866	\$552		Bangladesh	Mar
HONG YUAN 01	1995	29	2,604	11,447	\$540	Shanghai Xunyun	Bangladesh	Feb
MERATUS MEDAN 2	1991	33	1,308	7,284	\$505	Meratus	Bangladesh	Feb
FAR EAST CHEER	2007	17	599	3,652	\$530	Sino Far East Shipping	Bangladesh	Feb
DONG FANG	1994	30	357	2,395		Fujian Orient Shipping	Bangladesh	Feb
MSC JEMIMA	1994	30	2,394	12,677	\$525	MSC	India	Jan
MSC UMA	1998	25	1,837	10,455	\$525	MSC	India	Jan
JIN YUAN HE	1991	33	1,597	6,710	\$535	Fujian Zhonghang Shipping	Bangladesh	Jan
P DELTA	1993	31	1,012	5,256		CTP Line	Bangladesh	Jan

TEU capacity of containerships sold for demolition by month

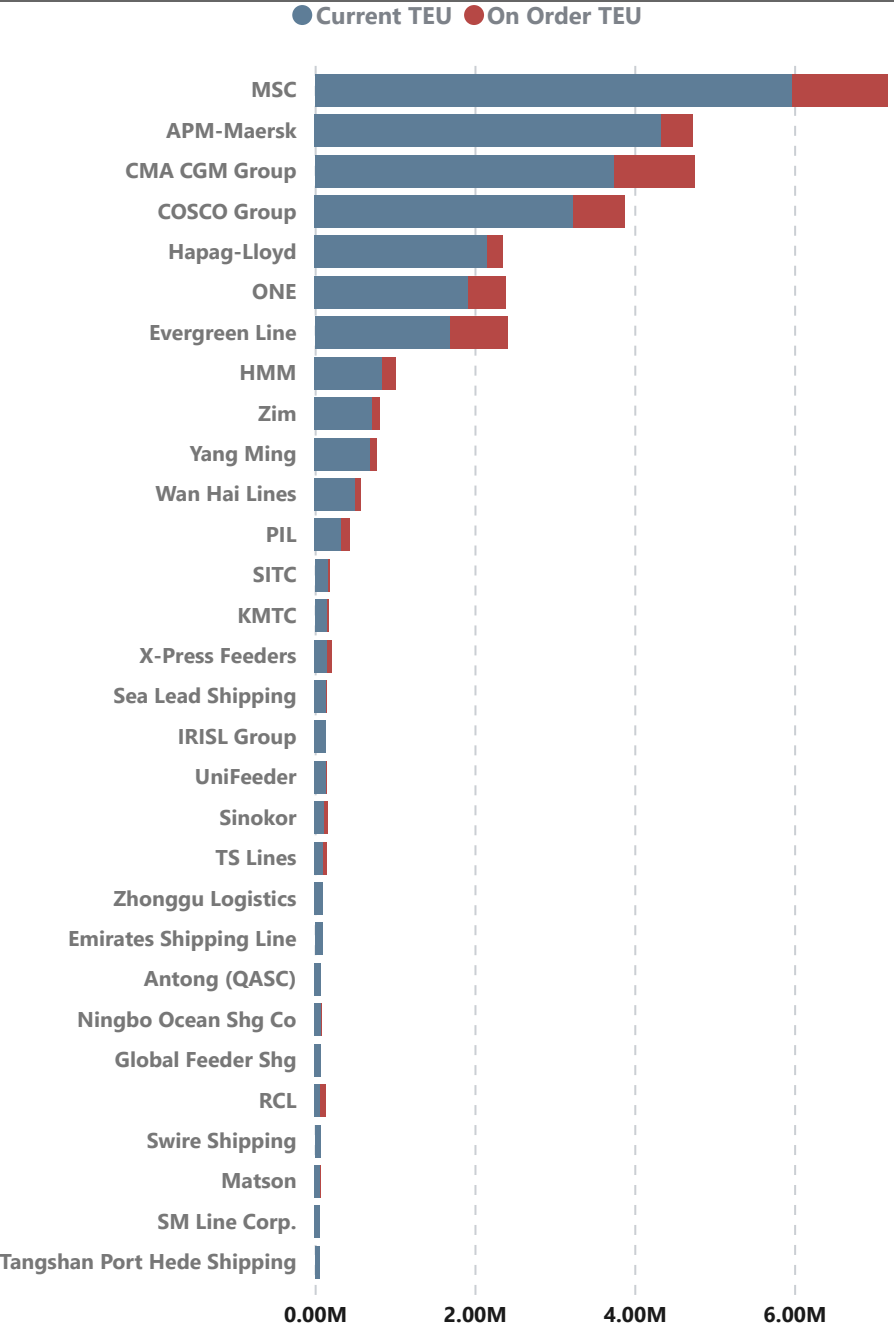


Units sold for demolition by month

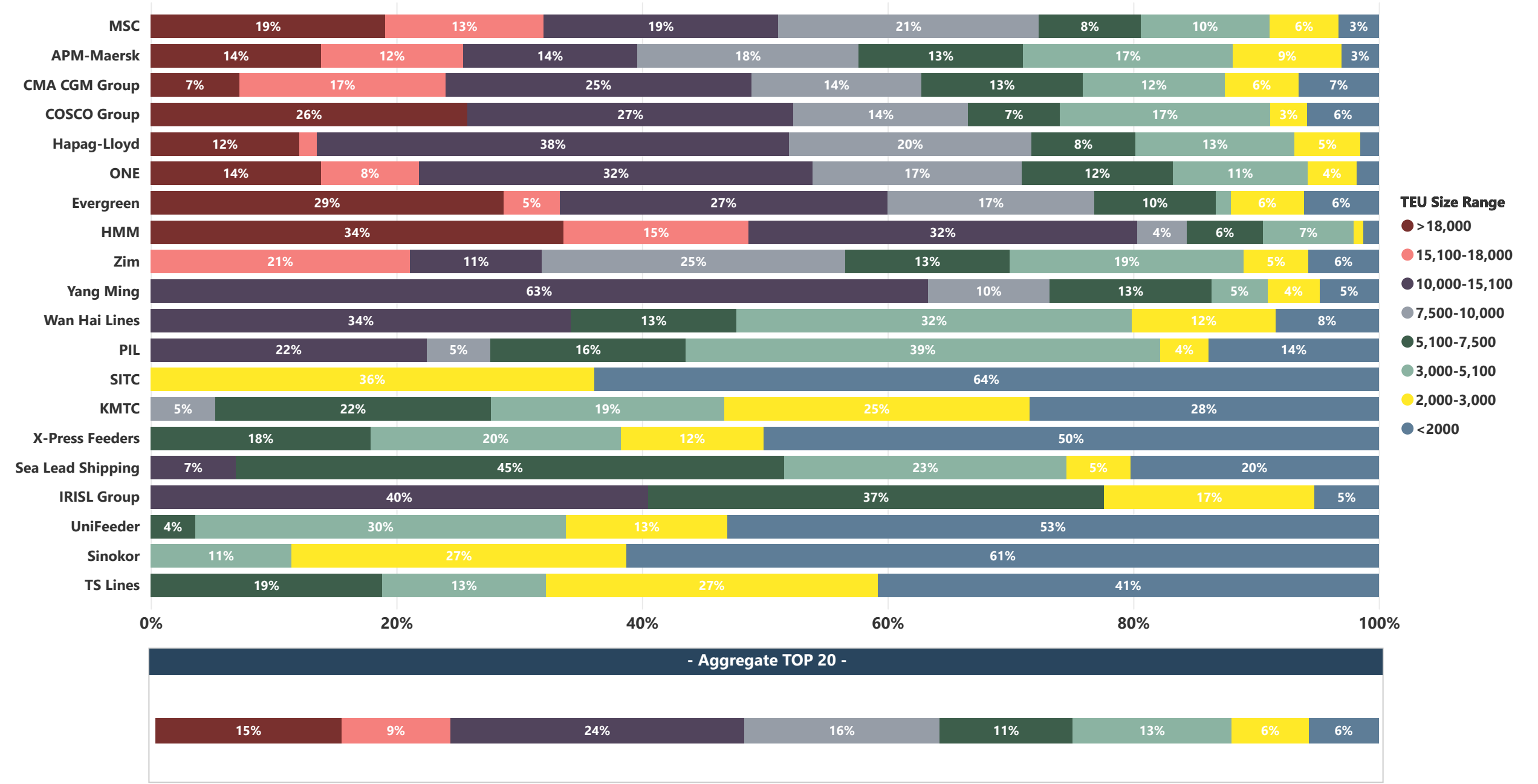


Top 30 Carriers

Rank	Operator	Current TEU	Current Ships	Owned TEU	Owned Ships	Chartered TEU	Chartered Ships	% Chart	On Order TEU	On Order Ships	O/E %	Market Share
1	MSC	5,979,659	837	2,998,557	539	2,981,102	298	50%	1,193,970	99	20%	19.8%
2	APM-Maersk	4,330,262	712	2,514,626	332	1,815,636	380	42%	397,478	31	9%	14.4%
3	CMA CGM Group	3,752,827	644	1,919,894	266	1,832,933	378	49%	1,005,422	83	27%	12.4%
4	COSCO Group	3,228,681	502	1,894,274	192	1,334,407	310	41%	648,661	37	20%	10.7%
5	Hapag-Lloyd	2,159,023	286	1,294,390	127	864,633	159	40%	191,532	12	9%	7.2%
6	ONE	1,916,909	244	783,644	92	1,133,265	152	59%	468,652	37	24%	6.4%
7	Evergreen Line	1,688,810	222	1,029,271	137	659,539	85	39%	725,017	65	43%	5.6%
8	HMM	852,169	76	672,509	48	179,660	28	21%	168,731	19	20%	2.8%
9	Zim	721,712	128	38,758	9	682,954	119	95%	89,160	13	12%	2.4%
10	Yang Ming	695,304	93	300,354	57	394,950	36	57%	77,500	5	11%	2.3%
11	Wan Hai Lines	508,063	121	491,392	113	16,671	8	3%	72,162	10	14%	1.7%
12	PIL	328,524	91	198,836	70	129,688	21	39%	110,076	11	34%	1.1%
13	SITC	171,930	110	161,307	100	10,623	10	6%	18,492	12	11%	0.6%
14	KMTC	161,723	66	89,014	31	72,709	35	45%	16,400	2	10%	0.5%
15	X-Press Feeders	158,496	85	100,637	43	57,859	42	37%	58,936	15	37%	0.5%
16	Sea Lead Shipping	145,590	39			145,590	39	100%	4,600	1	3%	0.5%
17	IRISL Group	143,294	31	143,294	31							0.5%
18	UniFeeder	140,557	88			140,557	88	100%	11,012	6	8%	0.5%
19	Sinokor	120,649	79	107,105	68	13,544	11	11%	40,466	7	34%	0.4%
20	TS Lines	104,944	44	86,678	37	18,266	7	17%	42,184	4	40%	0.3%
21	Zhonggu Logistics	100,538	79	58,950	24	41,588	55	41%				0.3%
22	Emirates Shipping Line	97,000	21			97,000	21	100%				0.3%
23	Antong (QASC)	83,008	83	60,041	41	22,967	42	28%				0.3%
24	Ningbo Ocean Shg Co	80,821	83	46,084	37	34,737	46	43%	8,552	10	11%	0.3%
25	Global Feeder Shg	80,549	33	39,762	13	40,787	20	51%				0.3%
26	RCL	77,073	34	63,805	29	13,268	5	17%	63,720	10	83%	0.3%
27	Swire Shipping	72,463	37	56,041	27	16,422	10	23%				0.2%
28	Matson	69,235	29	42,599	20	26,636	9	38%	10,860	3	16%	0.2%
29	SM Line Corp.	68,504	15	55,538	11	12,966	4	19%				0.2%
30	Tangshan Port Hede Shipping	59,188	42	1,894	3	57,294	39	97%				0.2%



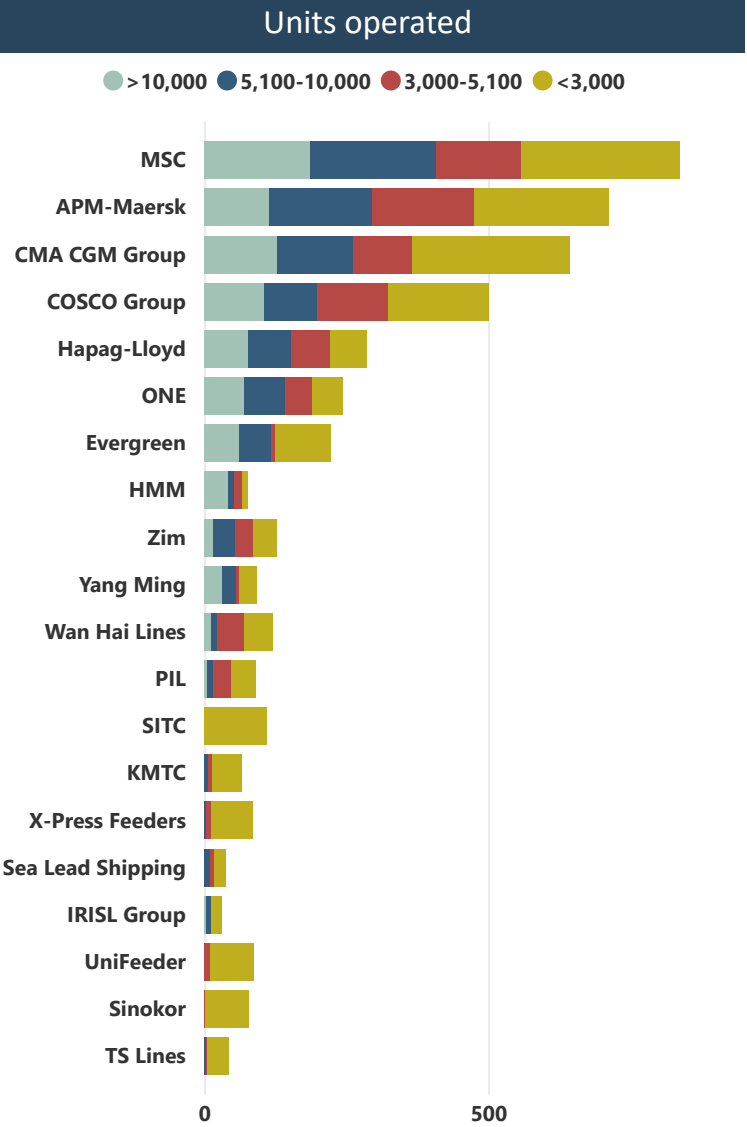
Main Carriers - Breakdown of operated capacity by TEU size range



Main Carriers - Breakdown of units operated by TEU size range

Carrier	18,000-24,000	15,200-17,999	12,500-15,199	10,000-12,499	7,500-9,999	5,100-7,499	4,000-5,099	3,000-3,999	2,000-2,999	1,500-1,999	1,000-1,499	500-999	100-499	Total
MSC	52	48	63	24	144	79	102	46	131	55	61	31	1	837
APM-Maersk	31	31	18	35	88	93	104	76	149	55	24	8		712
CMA CGM Group	12	39	30	48	57	76	66	39	91	73	69	40	4	644
COSCO Group	39		51	16	53	41	115	10	41	53	64	19		502
Hapag-Lloyd	12	2	47	17	48	28	44	23	43	12	9	1		286
ONE	12	10	29	19	37	36	43	4	29	9	16			244
Evergreen	22	5	15	20	30	27	1	5	37	52	7	1		222
HMM	12	8	14	8	4	8	13		3	6				76
Zim		10		7	21	17	29	3	14	15	12			128
Yang Ming			25	8	8	15	7		10	18	2			93
Wan Hai Lines			13			11	18	28	25	22	4			121
PIL			2	4	2	8	13	19	5	14	7	16	1	91
SITC									24	31	40	15		110
KMTC					1	6	7		15	16	15	1	5	66
X-Press Feeders						4	4	4	7	21	20	23	2	85
Sea Lead Shipping				1		10	7		3	13	4	1		39
IRISL Group			4			9			10		4	3	1	31
UniFeeder						1	8	2	7	10	32	26	2	88
Sinokor							3		13	19	25	16	3	79
TS Lines						3	3		10	16	11	1		44
Top 20 Total	192	153	311	207	493	472	587	259	667	510	426	202	19	4498

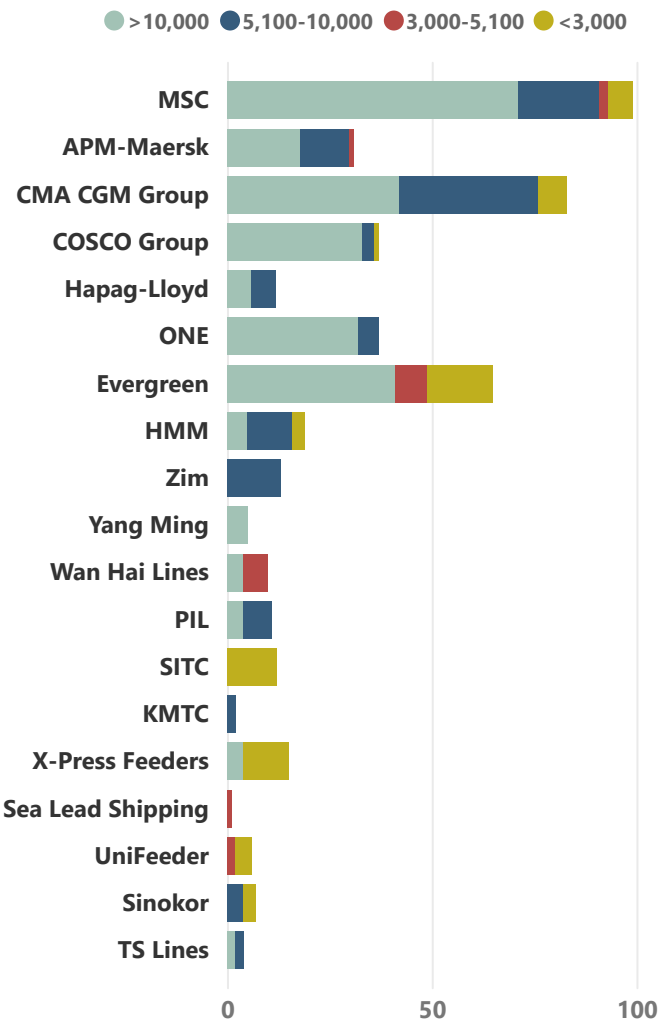
-	18,000-24,000	15,200-17,999	12,500-15,199	10,000-12,499	7,500-9,999	5,100-7,499	4,000-5,099	3,000-3,999	2,000-2,999	1,500-1,999	1,000-1,499	500-999	100-499	Total
Total Liner Fleet incl. non-cellular	192	153	311	207	493	502	642	309	890	822	826	937	721	7005



Main Carriers - Breakdown of units on order by TEU size range

Carrier	18,000-24,000	15,200-17,999	12,500-15,199	10,000-12,499	7,500-9,999	5,100-7,499	4,000-5,099	3,000-3,999	2,000-2,999	1,500-1,999	1,000-1,499	500-999	100-499	Total Units
MSC	4	37		30	20			2		5	1			99
APM-Maersk		15	3		10	2	1							31
CMA CGM Group	14	3	25		17	17			7					83
COSCO Group	13	18	2			3				1				37
Hapag-Lloyd	6				6									12
ONE			32		2	3								37
Evergreen	2	39						8	15	1				65
HMM			5		11					3				19
Zim					8	5								13
Yang Ming		5												5
Wan Hai Lines			4					6						10
PIL			4		4	3								11
SITC										8	4			12
KMTC					2									2
X-Press Feeders				4					1		10			15
Sea Lead Shipping							1							1
IRISL Group														
UniFeeder								2			4			6
Sinokor					4				3					7
TS Lines			2			2								4
Top 20 Total	39	117	77	34	84	35	2	18	26	18	19			469

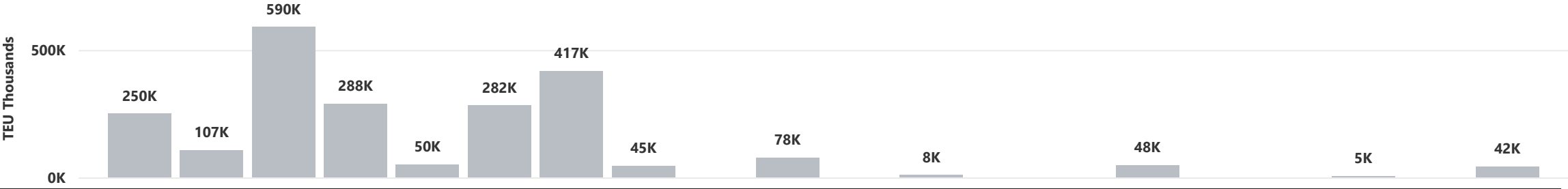
Units On Order



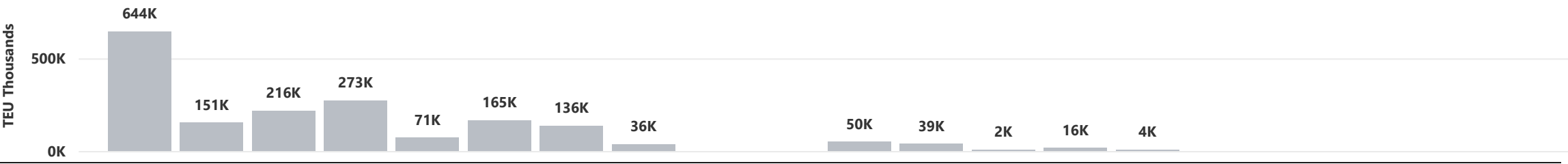
- ^	18,000-24,000	15,200-17,999	12,500-15,199	10,000-12,499	7,500-9,999	5,100-7,499	4,000-5,099	3,000-3,999	2,000-2,999	1,500-1,999	1,000-1,499	500-999	100-499	Total
Total Orderbook	39	117	89	36	90	53	16	33	37	42	67	27	15	661

Top 20 Carriers Newbuilding Delivery Schedule

2026-28
Scheduled
Deliveries

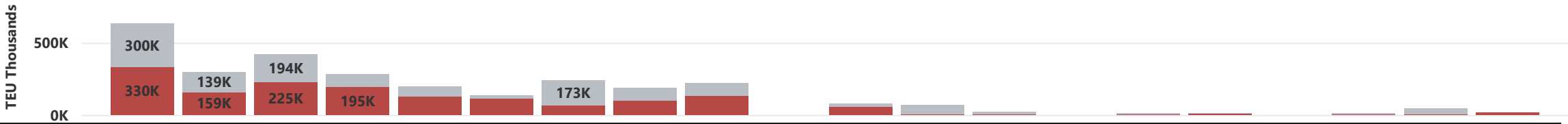


2025
Scheduled
Deliveries

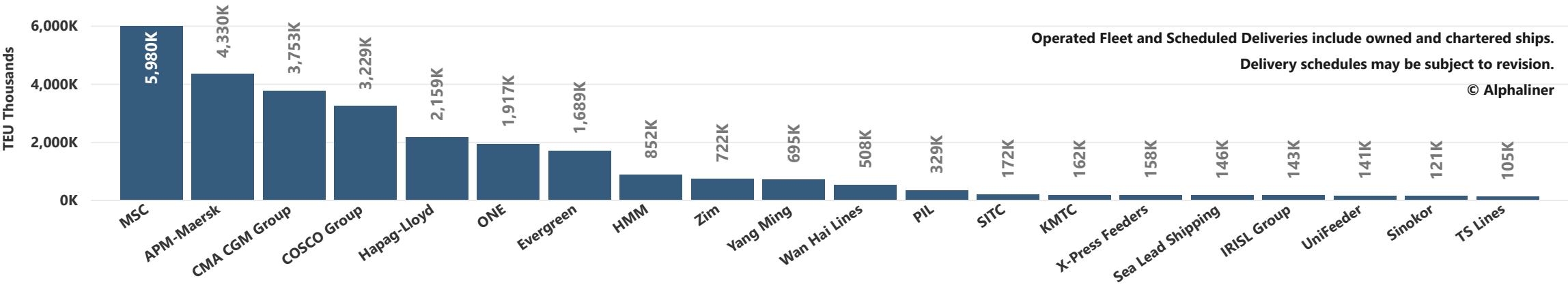


DELIVERED ON ORDER

2024
Scheduled
Deliveries



Operated Fleet
As at 1 July 2024



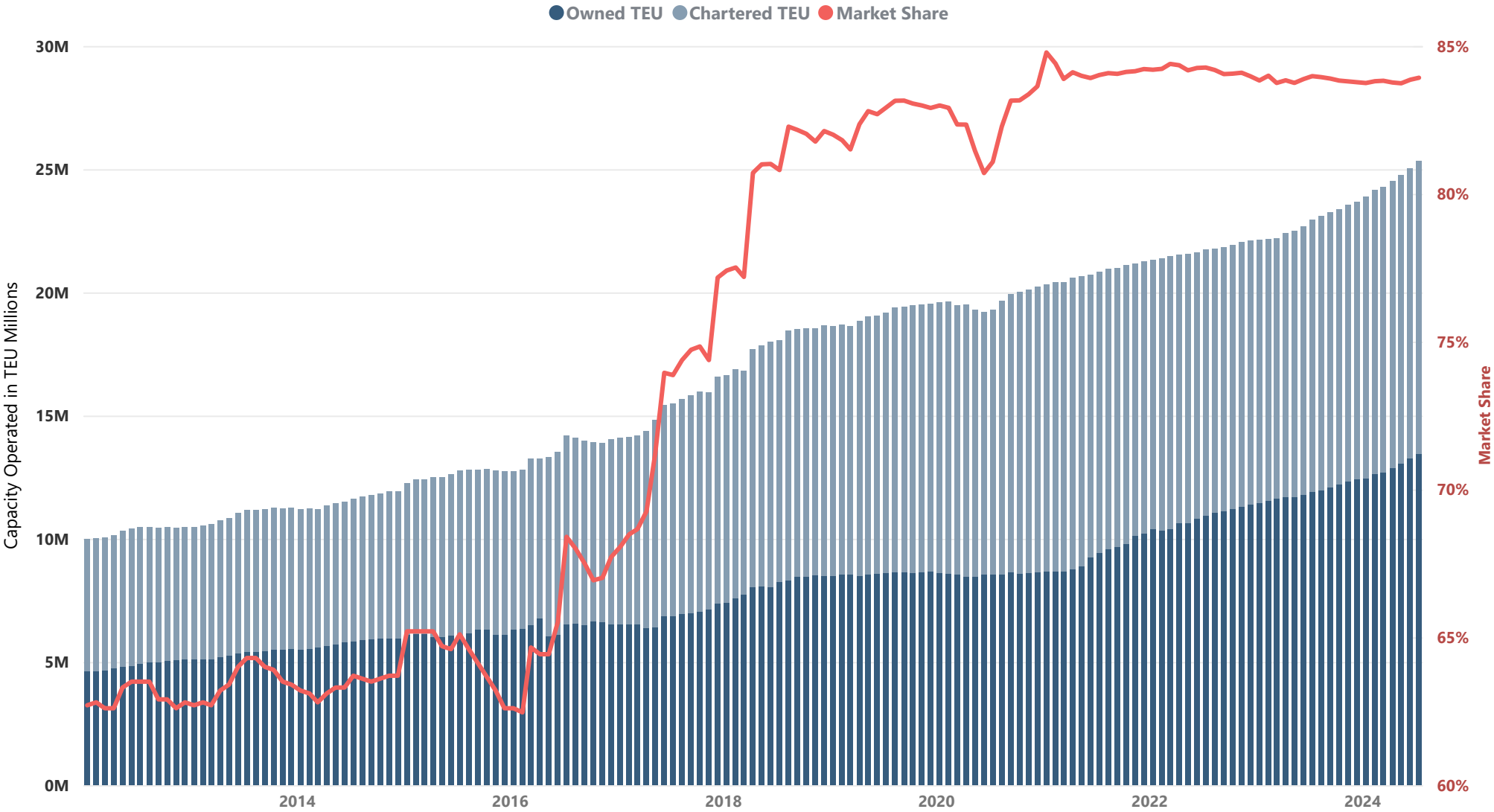
Operated Fleet and Scheduled Deliveries include owned and chartered ships.
Delivery schedules may be subject to revision.

© Alphaliner

Change in operated capacity - same month last year

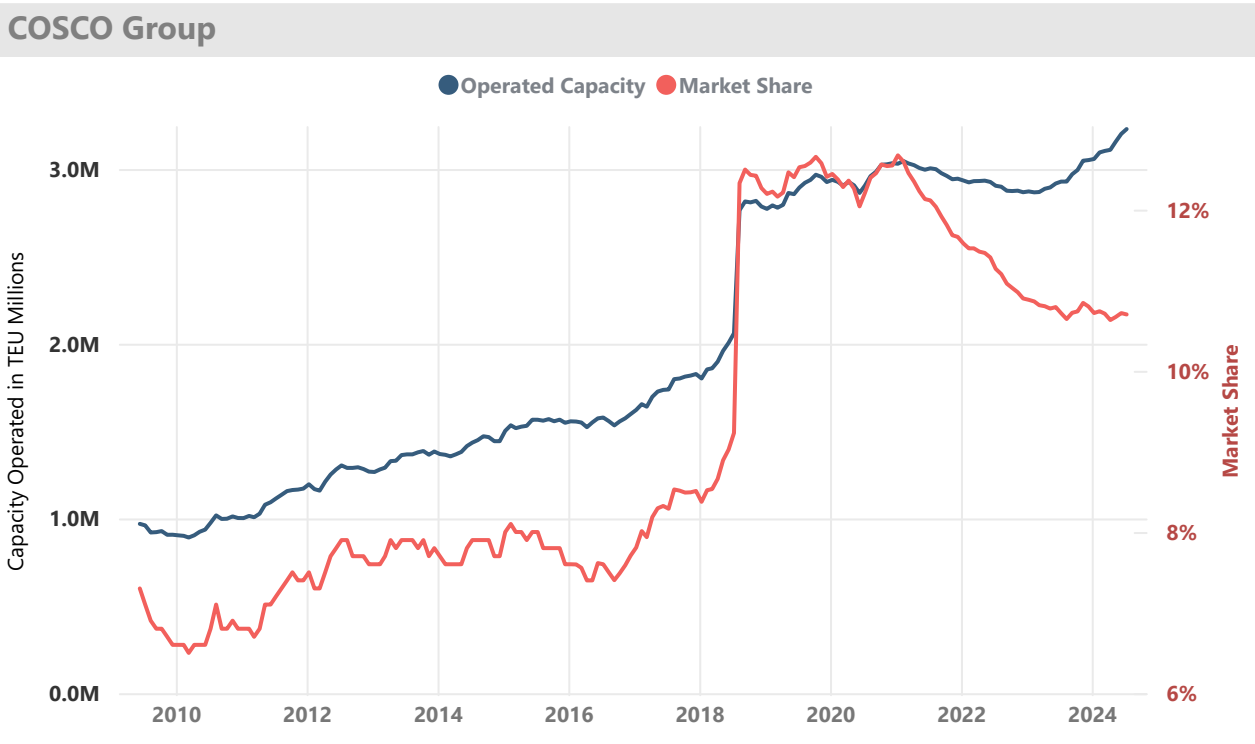
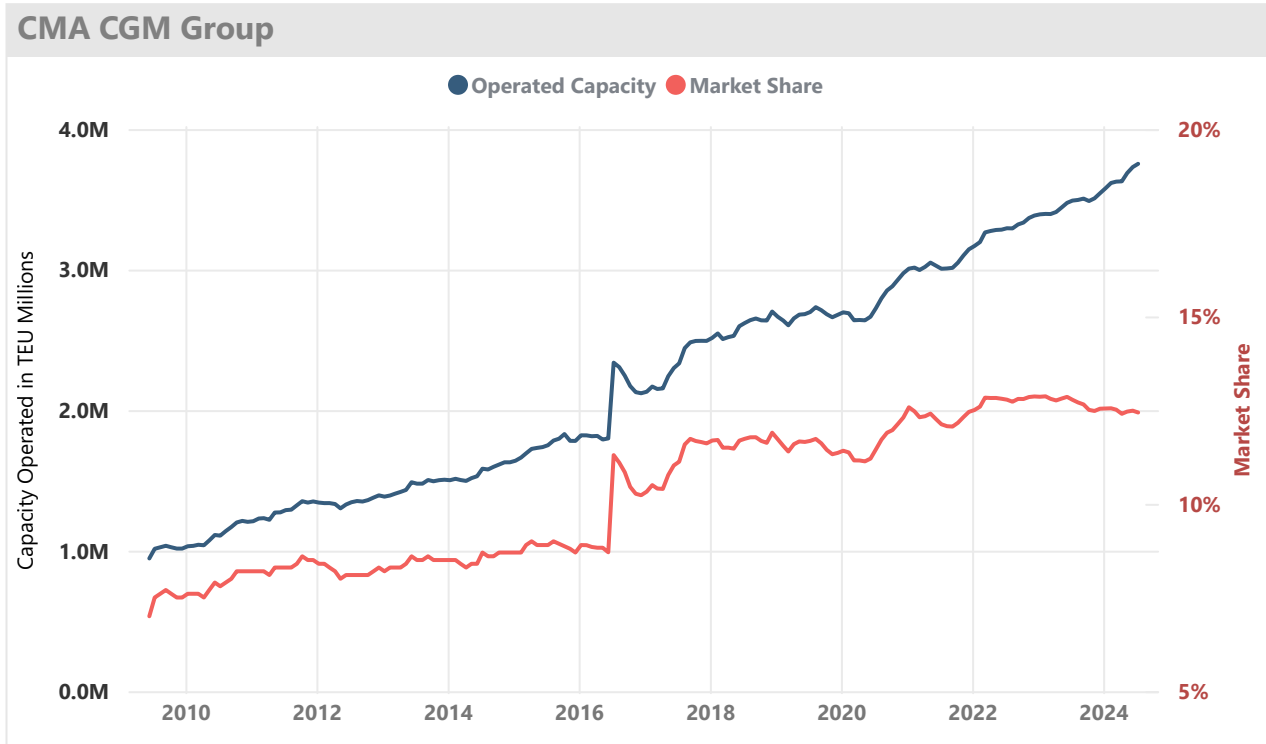
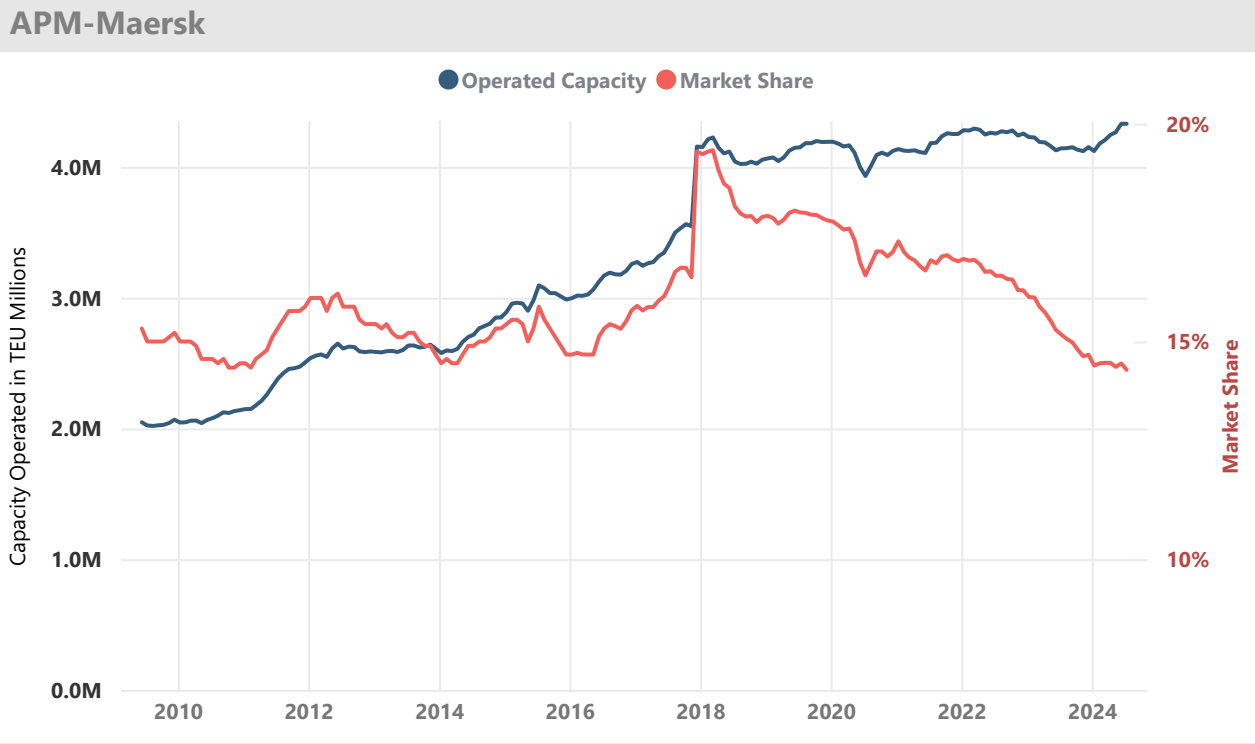
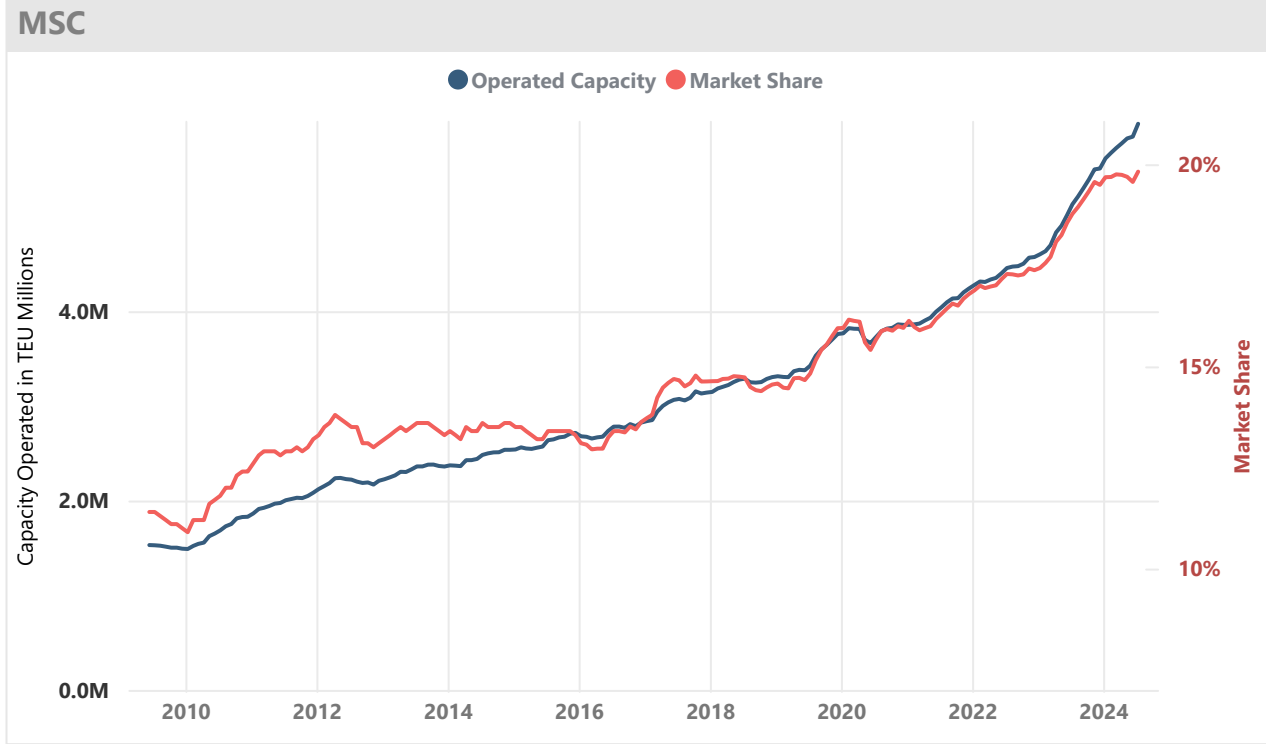
No	Operator	%
1	MSC	16.6%
2	APM-Maersk	4.5%
3	CMA CGM Group	7.5%
4	COSCO Group	10.3%
5	Hapag-Lloyd	16.3%
6	ONE	18.1%
7	Evergreen Line	0.9%
8	HMM	7.6%
9	Zim	19.1%
10	Yang Ming	-1.5%
11	Wan Hai Lines	17.5%
12	PIL	10.6%
13	SITC	6.5%
14	KMTC	6.2%
15	X-Press Feeders	14.8%
16	Sea Lead Shipping	16.5%
17	IRISL Group	4.1%
18	UniFeeder	19.3%
19	Sinokor	16.0%
20	TS Lines	33.6%
21	Zhonggu Logistics	-18.9%
22	Emirates Shipping Line	46.1%
23	Antong (QASC)	-4.1%
24	Ningbo Ocean Shg Co	29.8%
25	Global Feeder Shg	-3.2%
26	RCL	10.1%
27	Swire Shipping	-2.5%
28	Matson	7.5%
29	SM Line Corp.	-0.2%
30	Tangshan Port Hede Shipping	73.8%

Evolution of TOP 10 Carriers



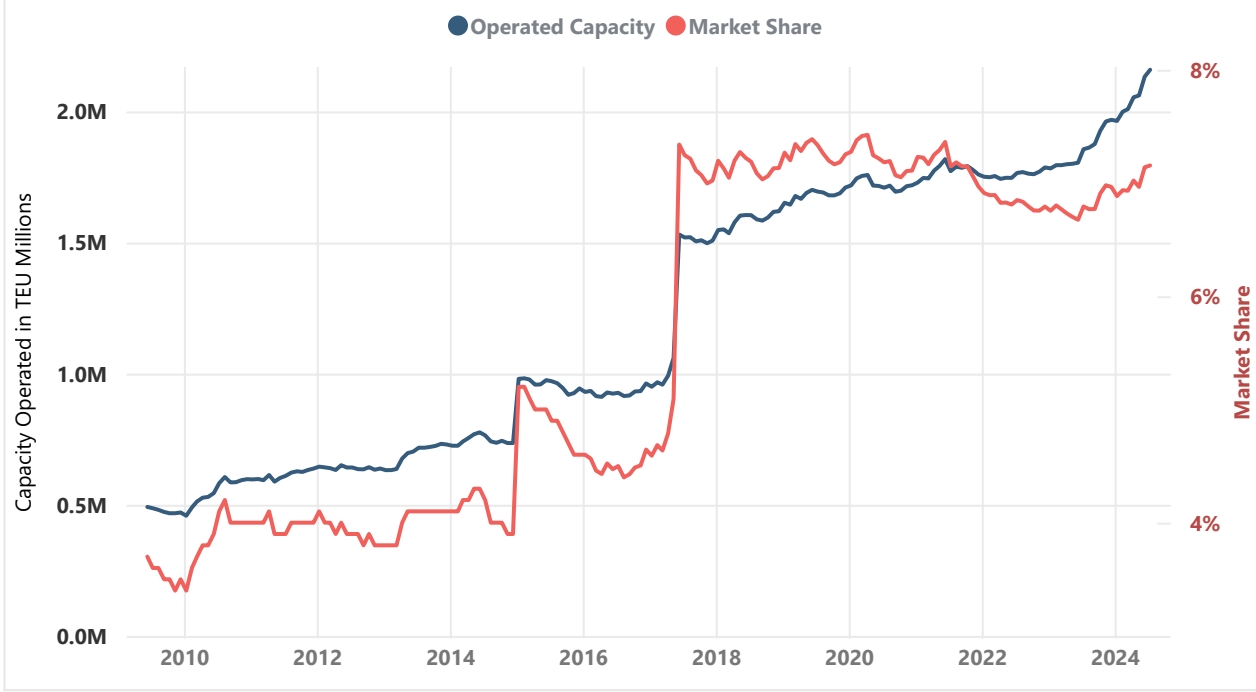
- CSCL consolidated in COSCO Group from 1 Mar 2016
- OOCL consolidated in COSCO Group from 1 Aug 2018
- APL consolidated in CMA CGM from 1 Jul 2016
- UASC consolidated in Hapag-Lloyd from 1 Jun 2017, NileDutch consolidated in Hapag-Lloyd from 8 Jul 2021, Deutsche Afrika-Linien (DAL) consolidated in Hapag-Lloyd from 1 Jun 2022
- Hamburg Sud consolidated in APM-Maersk from 1 Dec 2017
- K Line, MOL and NYK consolidated in ONE from 1 Apr 2018. Pro-forma combined fleet pre-Apr 2018
- Feedertech consolidated in Unifeeder from 1 Jan 2020, Transworld Feeder and Shreyas Shipping consolidated in Unifeeder from 1 Jul 2021
- Heung-A consolidated in Sinokor from 1 Jan 2020
- Log-In Logistica consolidated in MSC from 21 Jan 2022; Westwood Shipping consolidated in Swire Shipping from 30 Jun 2022

Main Carriers Monthly Growth in Operated Capacity and Global Market Share

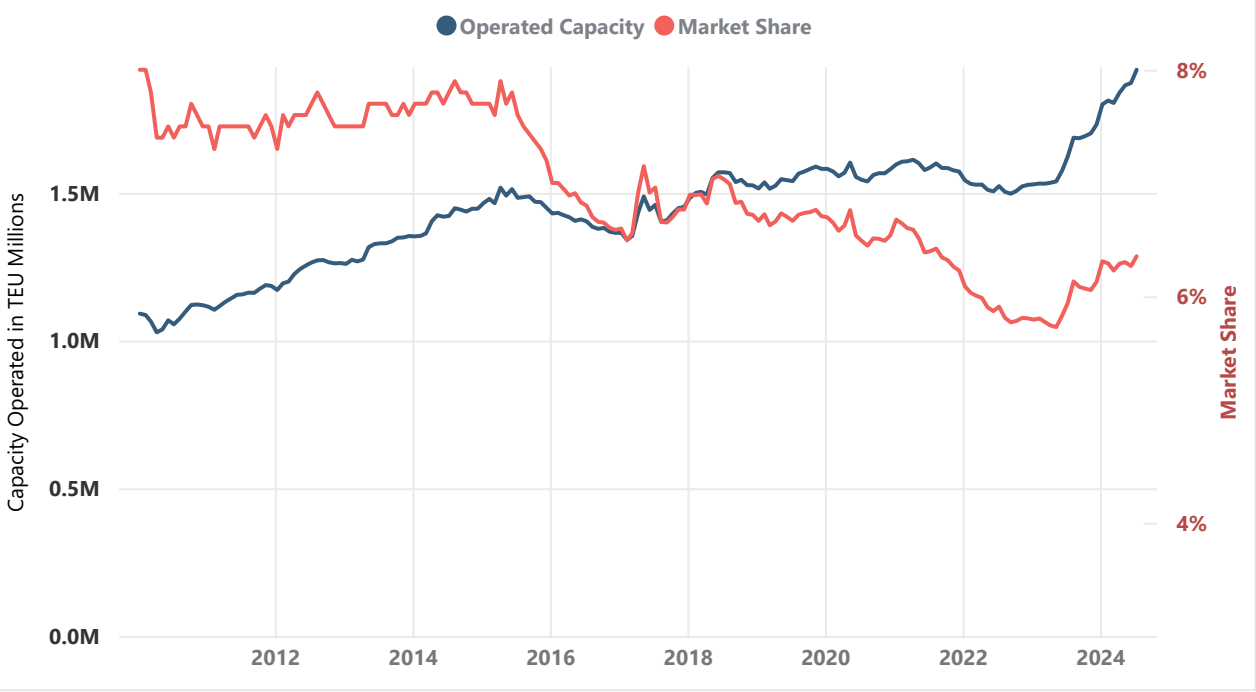


Main Carriers Monthly Growth in Operated Capacity and Global Market Share

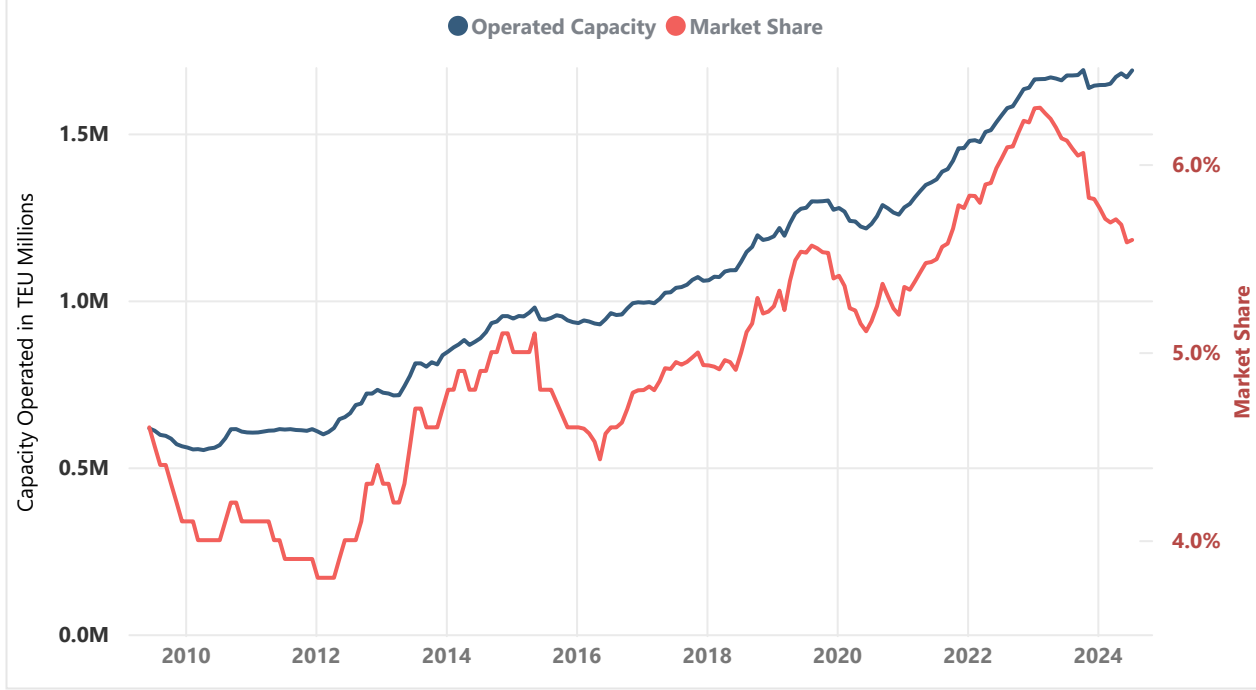
Hapag-Lloyd



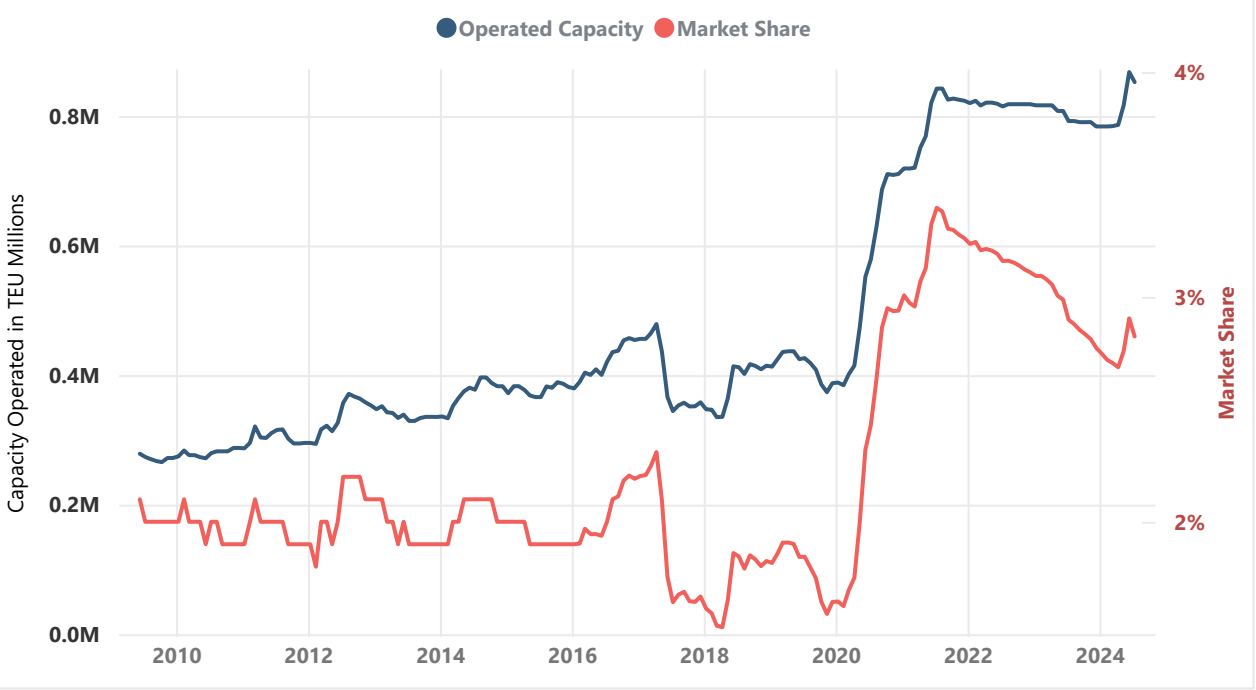
ONE



Evergreen Line

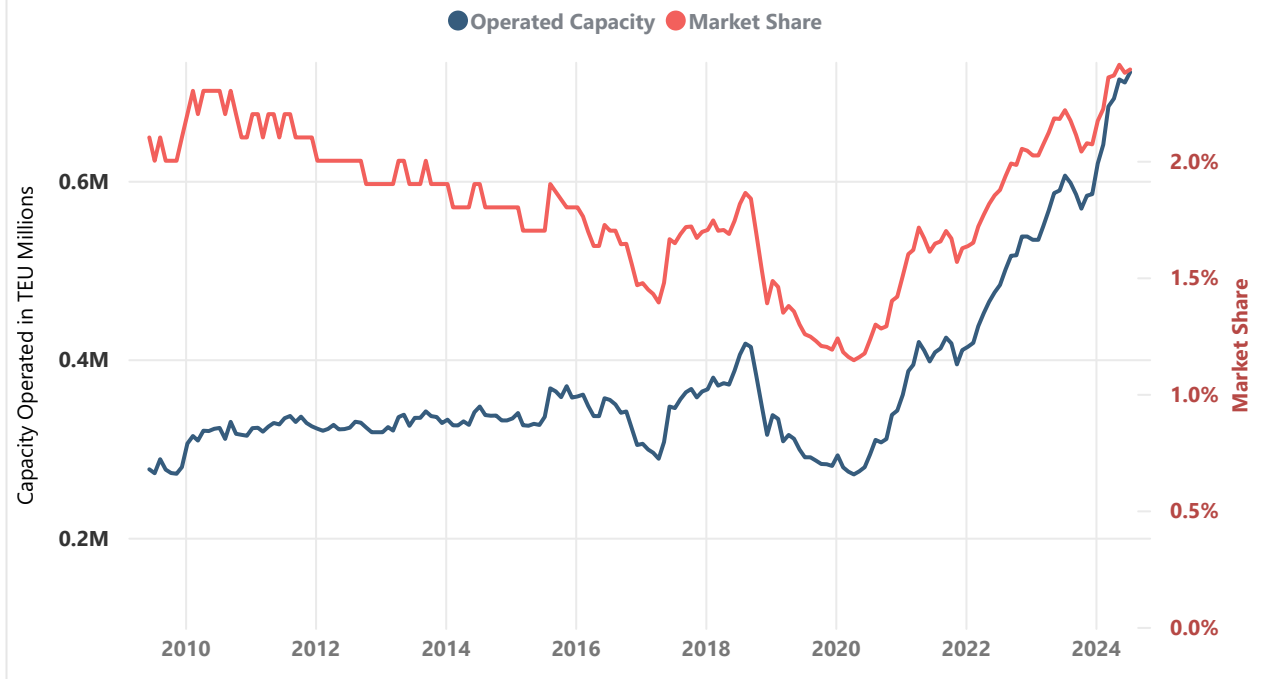


HMM

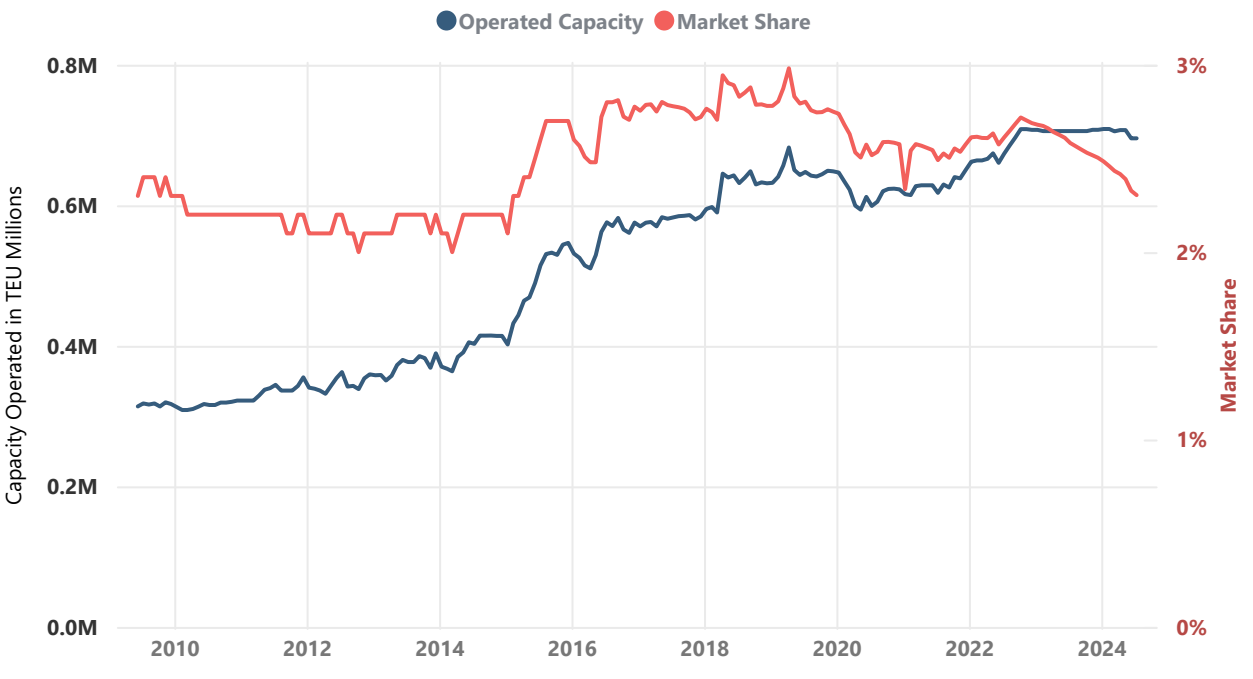


Main Carriers Monthly Growth in Operated Capacity and Global Market Share

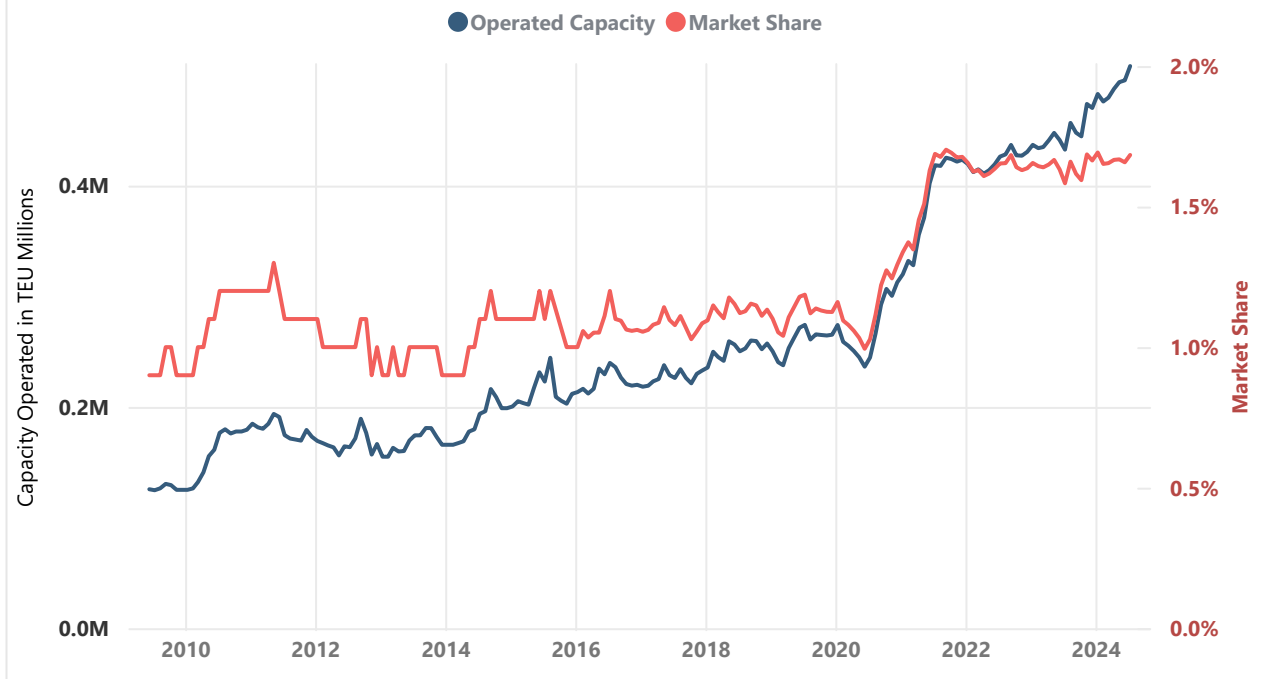
Zim



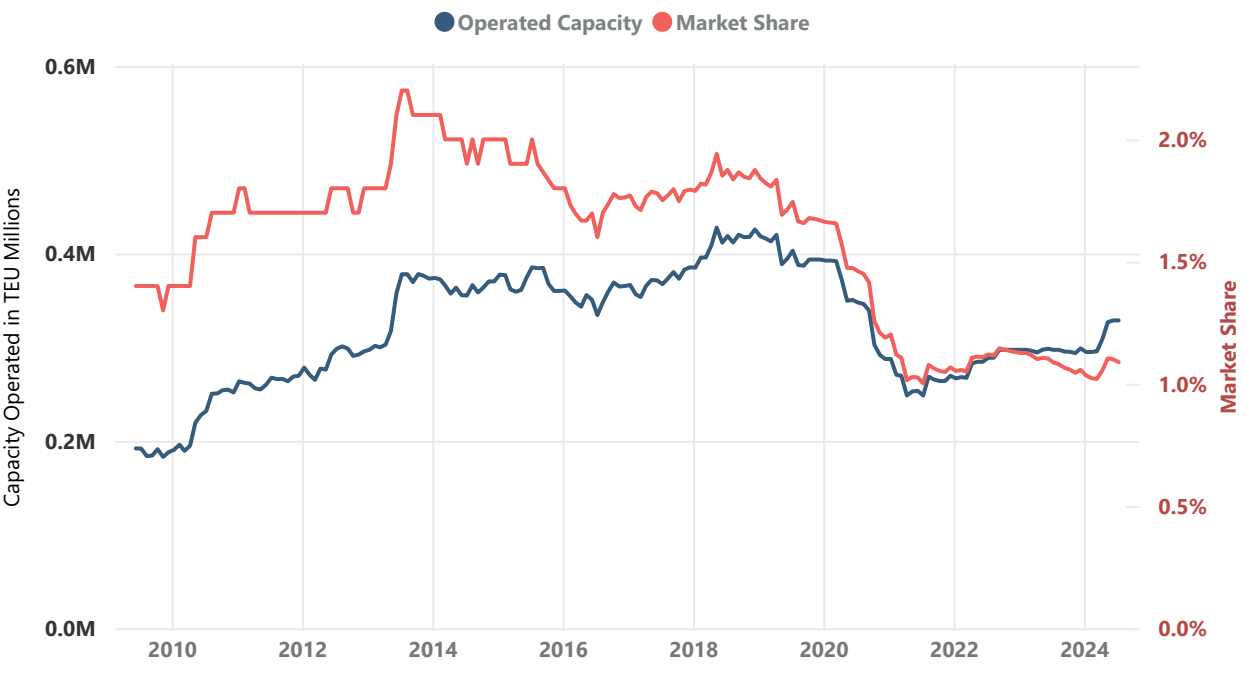
Yang Ming



Wan Hai Lines

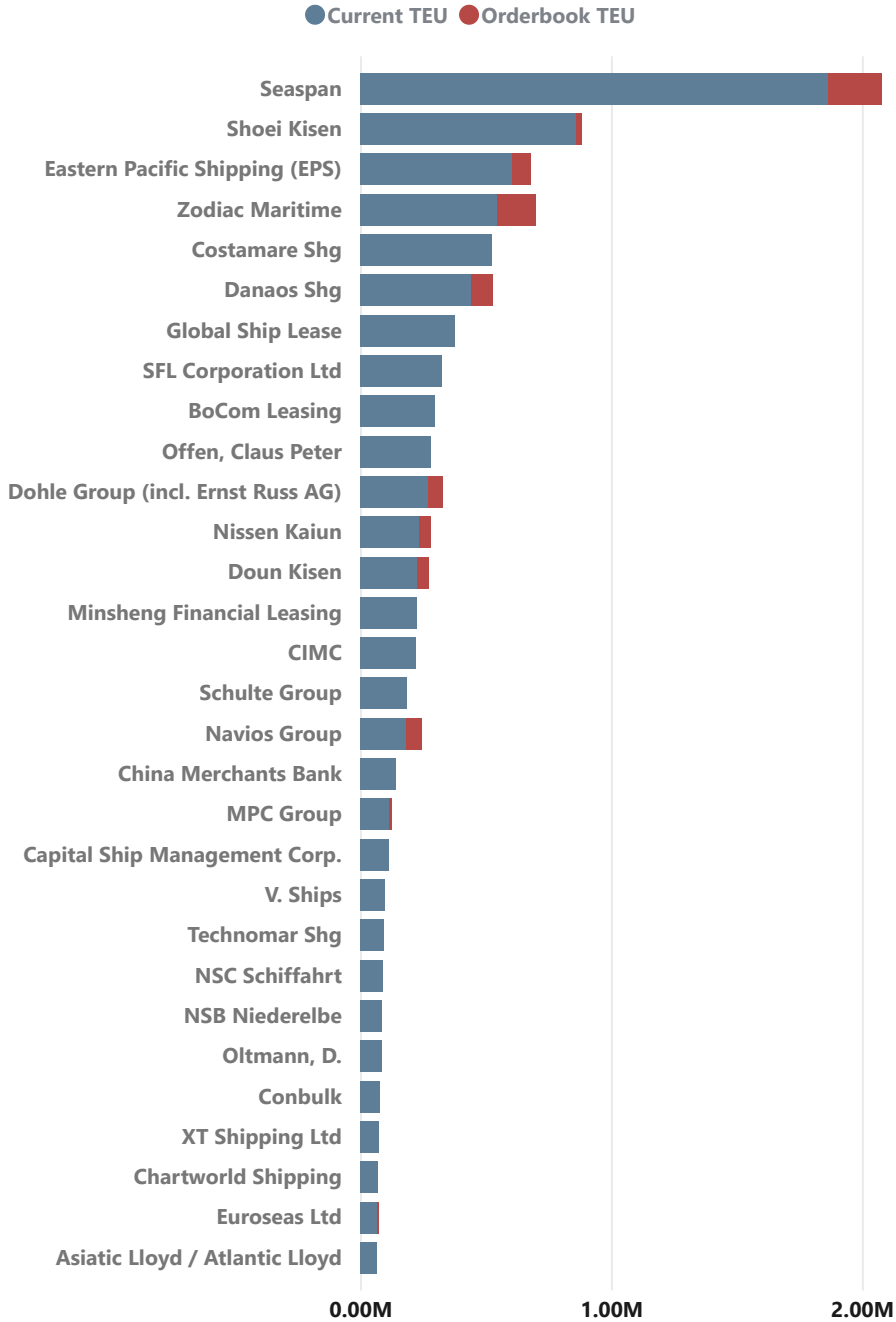


PIL

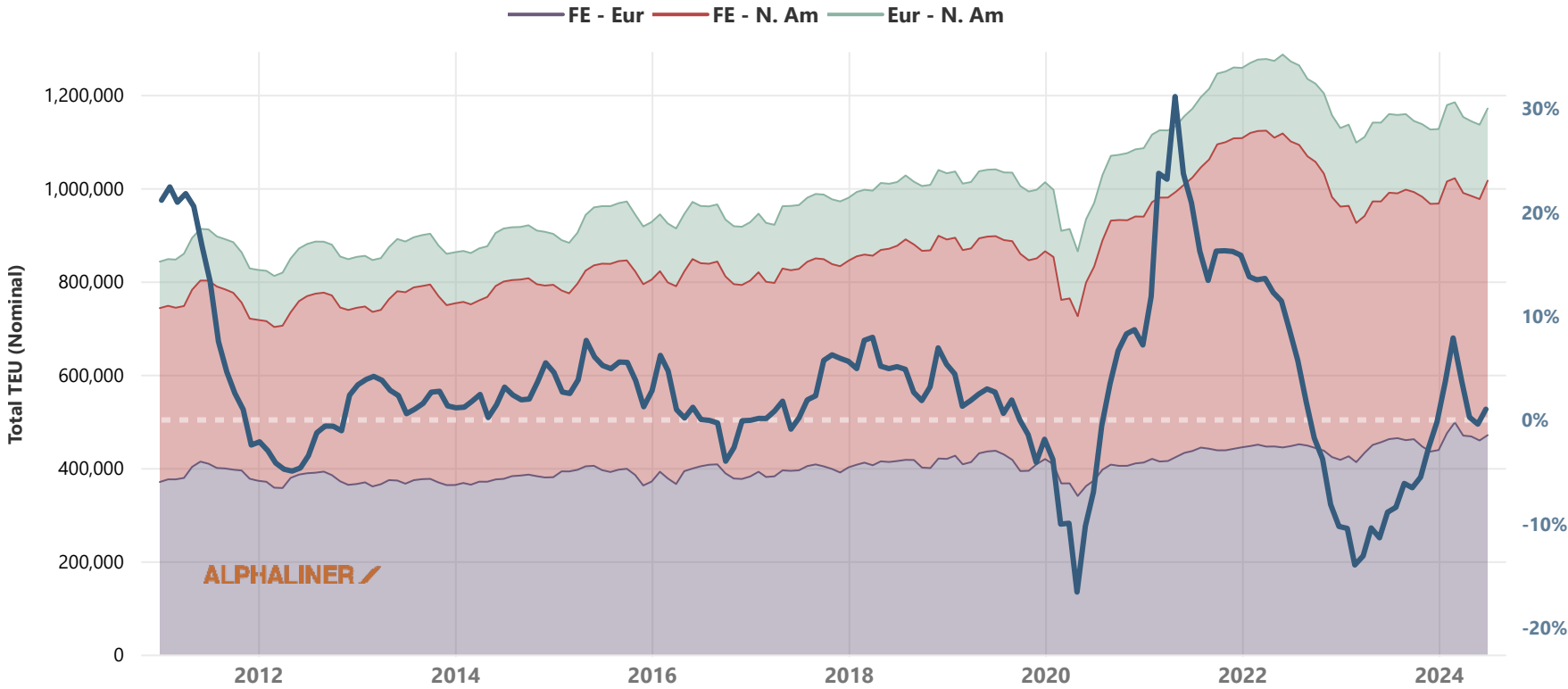


Top 30 Non-Operating Owners (Managing Owners - Cellular Containerships only)

Rank	Managing Owner	Current TEU	Current Ships	On Order TEU	On Order Ships	O/E %	Total TEU	Total Ships	Avg. TEU Current	Avg. TEU On Order	Market Share
1	Seaspan	1,864,283	181	214,508	22	12%	2,078,791	203	10,300	9,750	14.4%
2	Shoei Kisen	861,408	85	23,000	1	3%	884,408	86	10,134	23,000	6.7%
3	Eastern Pacific Shipping (EPS)	605,462	50	75,446	15	12%	680,908	65	12,109	5,030	4.7%
4	Zodiac Maritime	546,089	49	154,130	10	28%	700,219	59	11,145	15,413	4.2%
5	Costamare Shg	523,910	70				523,910	70	7,484		4.1%
6	Danaos Shg	444,509	70	84,761	11	19%	529,270	81	6,350	7,706	3.4%
7	Global Ship Lease	375,893	68				375,893	68	5,528		2.9%
8	SFL Corporation Ltd	324,745	36				324,745	36	9,021		2.5%
9	BoCom Leasing Co Ltd	297,755	26				297,755	26	11,452		2.3%
10	Offen, Claus Peter	282,020	30				282,020	30	9,401		2.2%
11	Dohle Group (incl. Ernst Russ AG)	272,800	79	56,680	4	21%	329,480	83	3,453	14,170	2.1%
12	Nissen Kaiun	234,133	46	47,600	6	20%	281,733	52	5,090	7,933	1.8%
13	Doun Kisen	228,554	18	46,000	2	20%	274,554	20	12,697	23,000	1.8%
14	Minsheng Financial Leasing Co Ltd	224,330	16				224,330	16	14,021		1.7%
15	China International Marine Containers (CIMC)	222,144	24				222,144	24	9,256		1.7%
16	Schulte Group	184,718	38				184,718	38	4,861		1.4%
17	Navios Group	184,591	38	63,090	10	34%	247,681	48	4,858	6,309	1.4%
18	China Merchants Bank	141,753	9				141,753	9	15,750		1.1%
19	MPC Group	116,541	51	8,100	3	7%	124,641	54	2,285	2,700	0.9%
20	Capital Ship Management Corp.	113,024	28				113,024	28	4,037		0.9%
21	V. Ships (Hamburg) GmbH & Co. KG	99,450	18				99,450	18	5,525		0.8%
22	Technomar Shg	94,275	17				94,275	17	5,546		0.7%
23	NSC Schiffahrt	90,152	13				90,152	13	6,935		0.7%
24	NSB Niederelbe	87,434	15				87,434	15	5,829		0.7%
25	Oltmann, D.	85,728	12				85,728	12	7,144		0.7%
26	Conbulk	76,176	31				76,176	31	2,457		0.6%
27	XT Shipping Ltd	72,752	22				72,752	22	3,307		0.6%
28	Chartworld Shipping	69,622	14				69,622	14	4,973		0.5%
29	Euroseas Ltd	68,062	23	7,373	3	11%	75,435	26	2,959	2,458	0.5%
30	Asiatic Lloyd / Atlantic Lloyd	66,559	17				66,559	17	3,915		0.5%



Weekly Capacity Deployed on Main East-West Tradelanes



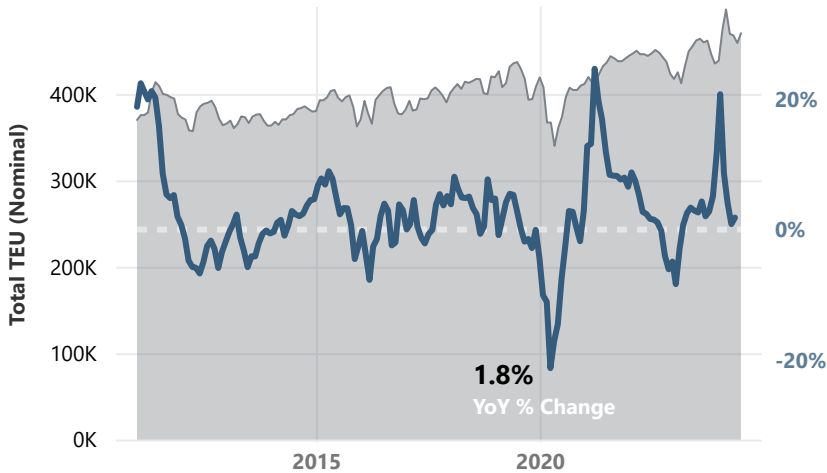
Weekly Capacity (TEU) ▲	FE - Eur	FE - N. Am	Eur - N. Am
01 Jul 23	461,756	528,138	168,641
01 Aug 23	463,810	524,773	168,011
01 Sep 23	459,535	536,976	161,935
01 Oct 23	461,571	529,798	152,409
01 Nov 23	445,806	535,421	155,551
01 Dec 23	434,984	531,036	159,370
01 Jan 24	438,349	528,278	159,788
01 Feb 24	474,621	539,457	163,764
01 Mar 24	497,669	523,302	162,895
01 Apr 24	469,353	520,111	162,819
01 May 24	467,507	515,573	160,123
01 Jun 24	458,834	517,472	159,315
01 Jul 24	470,192	545,543	154,776

Same month last year Change %

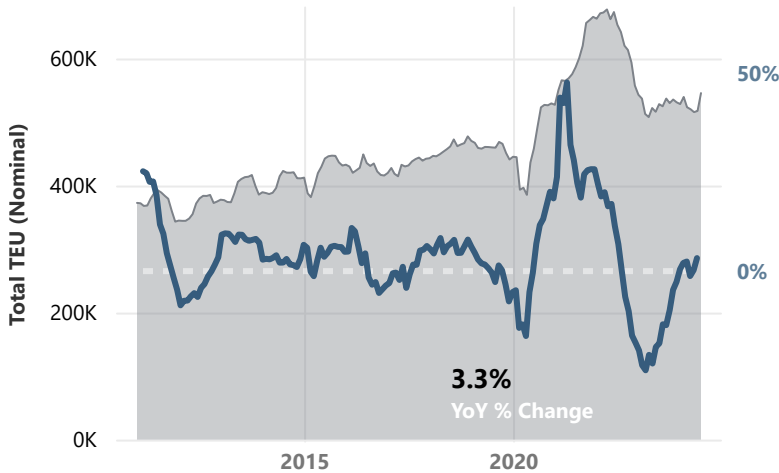
FE - Eur	FE - N. Am	Eur - N. Am
1.8%	3.3%	-8.2%

East-West Trade Deployment (based on nominal vessel capacity at the beginning of the month) Note : Slow steaming does not affect weekly capacity

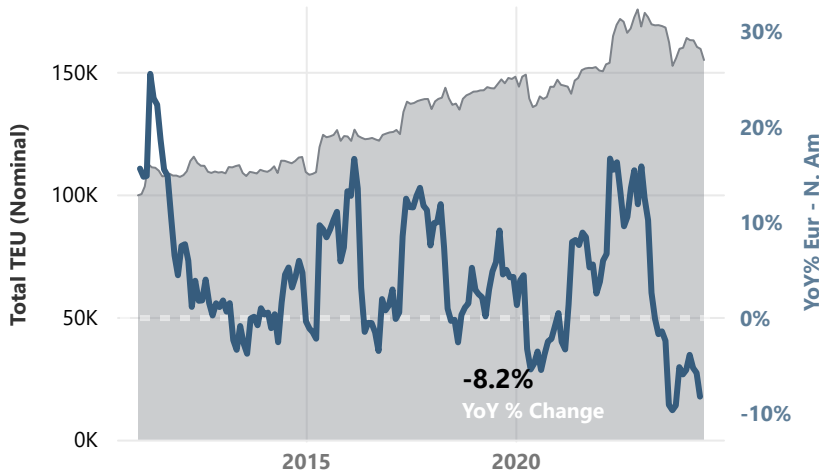
Far East - Europe Weekly Capacity (TEU)



Far East - North America Weekly Capacity (TEU)

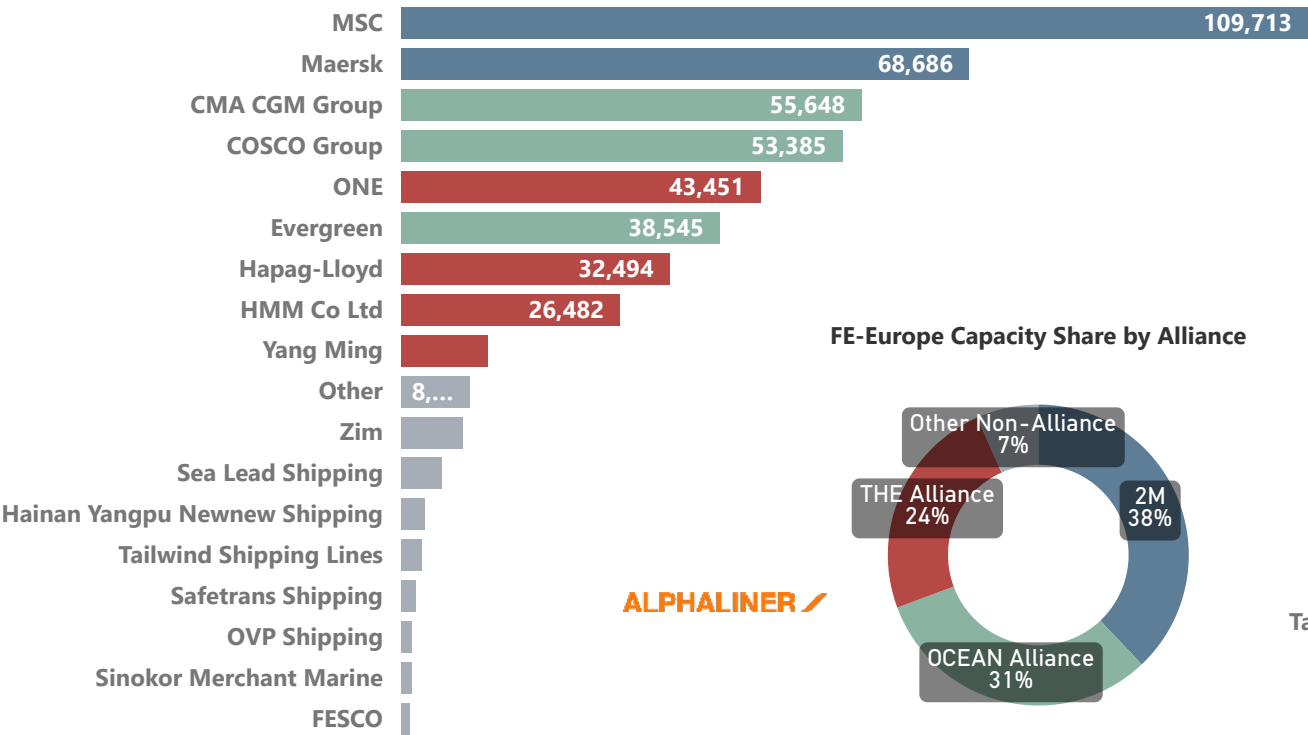


Europe - North America Weekly Capacity (TEU)



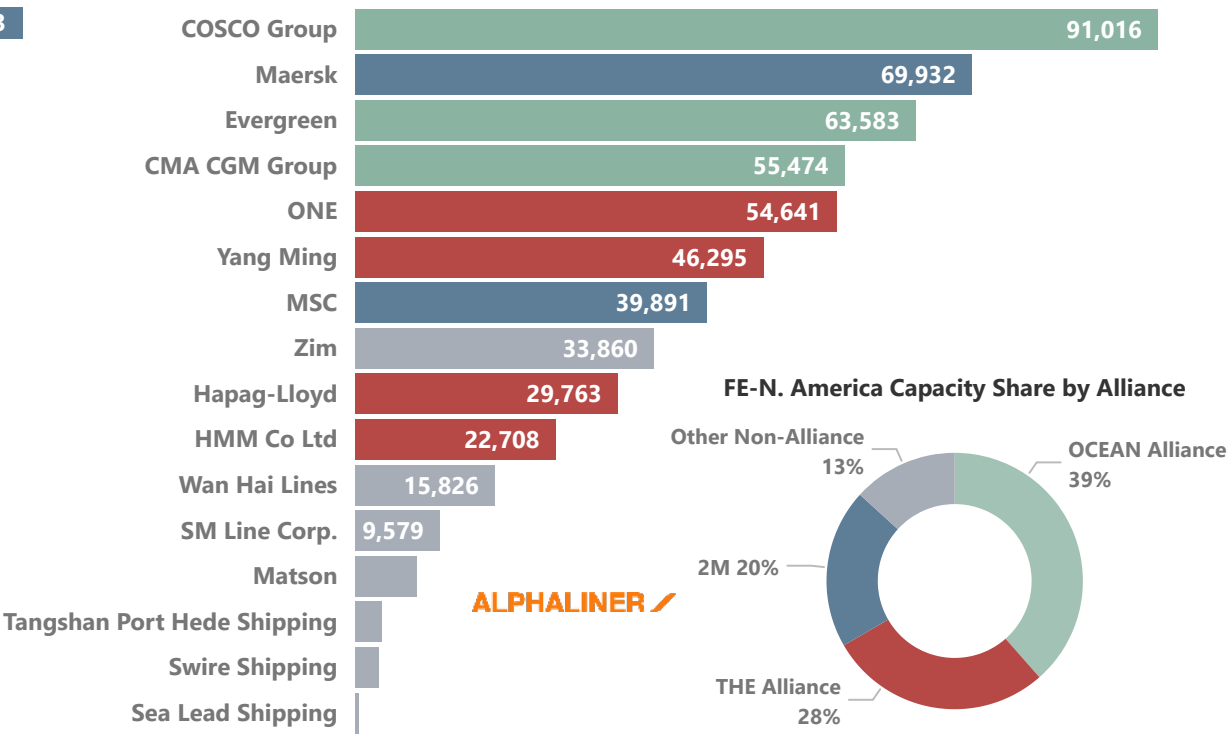
Trade Capacity Breakdown by Carrier (Far East-Europe and Far East-US)

FE - Europe Weekly Capacity in nominal TEU



FE-Europe (TEU/week)	Jul-24	Jun-24	MoM % Change	Jul-23	YoY % Change
Maersk + MSC	178,399	179,435	-0.6%	169,518	5.2%
OCEAN Alliance	147,578	141,755	4.1%	162,768	-9.3%
THE Alliance	112,908	110,150	2.5%	107,087	5.4%
Other Non-Alliance	31,307	27,494	13.9%	22,383	39.9%
Total	470,192	458,834	2.5%	461,756	1.8%

FE - North America Weekly Capacity in nominal TEU



FE-N America (TEU/week)	Jul-24	Jun-24	MoM % Change	Jul-23	YoY % Change
Maersk + MSC	109,823	110,867	-0.9%	107,280	2.4%
OCEAN Alliance	210,073	195,153	7.6%	207,314	1.3%
THE Alliance	153,407	144,059	6.5%	155,440	-1.3%
Other Non-Alliance	72,240	67,393	7.2%	58,104	24.3%
Total	545,543	517,472	5.4%	528,138	3.3%

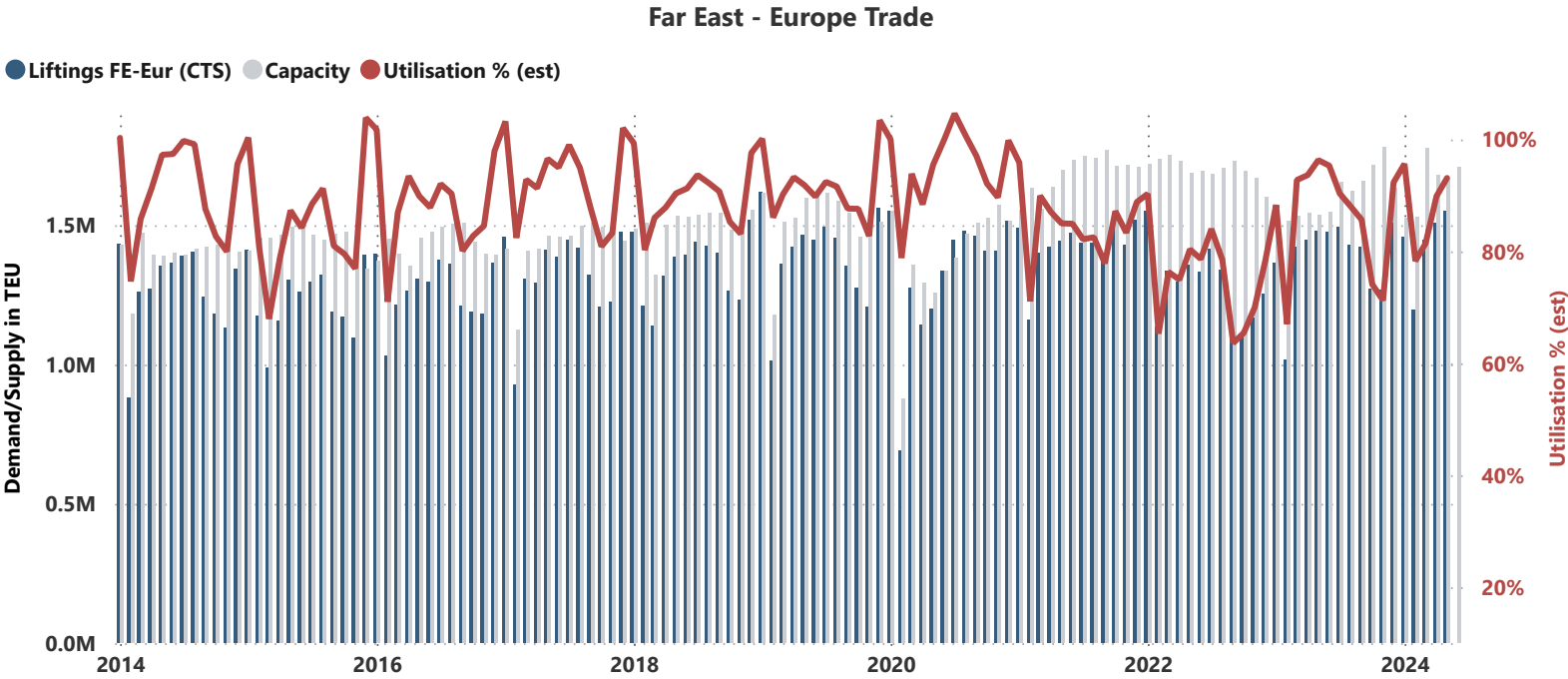
Capacity breakdown based on deployment by vessel operator at the beginning of the month and are not adjusted for slot exchange and slot purchase arrangements between carriers.

Alliance capacity share based on capacity operated within alliance arrangements only. Capacity operated by alliance members independently are shown as 'Other Non-Alliance' from Nov 2018

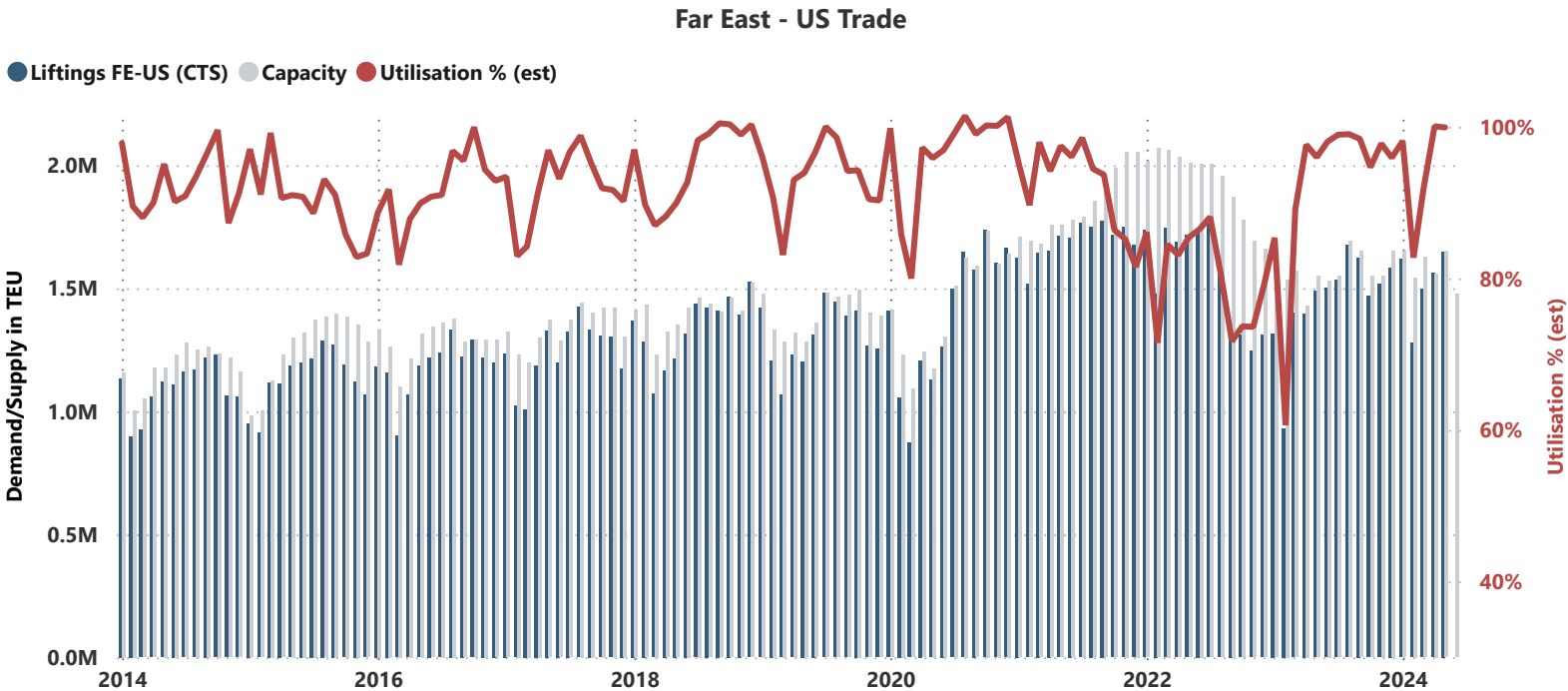
Trade Demand and Estimated Capacity Utilization Level (Headhaul Far East-Europe and Far East-US)

FE-Eur TEU	2022	2023	2024	24/23%	23/22%	22/21%
Jan	1,550,407	1,364,077	1,456,751	6.8%	-12.0%	4.2%
Feb	1,134,454	1,015,010	1,196,023	17.8%	-10.5%	-2.2%
Mar	1,335,974	1,421,964	1,444,932	1.6%	6.4%	-4.6%
Apr	1,295,022	1,444,711	1,507,803	4.4%	11.6%	-8.9%
May	1,355,612	1,478,453	1,551,322	4.9%	9.1%	-6.0%
Jun	1,332,637	1,472,965			10.5%	-9.5%
Jul	1,414,322	1,493,157			5.6%	-1.5%
Aug	1,337,072	1,427,270			6.7%	-6.9%
Sep	1,098,584	1,419,397			29.2%	-20.1%
Oct	1,108,183	1,271,628			14.7%	-25.7%
Nov	1,166,351	1,266,438			8.6%	-18.3%
Dec	1,251,619	1,505,535			20.3%	-17.5%
Q1	4,020,835	3,801,051	4,097,706	7.8%	-5.5%	-0.7%
Q2	2,650,634	2,923,164	3,059,125	4.7%	10.3%	-38.9%
Q3	3,849,978	4,339,824			12.7%	-9.4%
Q4	3,526,153	4,043,601			14.7%	-20.5%
YTD	6,671,469	6,724,215	7,156,831	6.4%	0.8%	64.8%
Full Year	15,380,237	16,580,605			7.8%	-9.9%

FE-US TEU	2022	2023	2024	24/23%	23/22%	22/21%
Jan	1,735,879	1,315,721	1,618,646	23.0%	-24.2%	6.9%
Feb	1,478,367	931,033	1,276,756	37.1%	-37.0%	-2.5%
Mar	1,743,054	1,399,866	1,496,044	6.9%	-19.7%	6.0%
Apr	1,687,531	1,396,162	1,560,846	11.8%	-17.3%	2.1%
May	1,715,120	1,487,729	1,648,479	10.8%	-13.3%	0.3%
Jun	1,734,606	1,499,942			-13.5%	1.7%
Jul	1,764,254	1,533,726			-13.1%	0.0%
Aug	1,572,465	1,674,110			6.5%	-10.1%
Sep	1,340,890	1,623,506			21.1%	-24.4%
Oct	1,309,570	1,467,354			12.0%	-23.7%
Nov	1,244,053	1,516,042			21.9%	-28.9%
Dec	1,310,236	1,582,697			20.8%	-21.8%
Q1	4,957,300	3,646,620	4,391,446	20.4%	-26.4%	3.6%
Q2	3,402,651	2,883,891	3,209,325	11.3%	-15.2%	-32.9%
Q3	4,677,609	4,831,342			3.3%	-11.6%
Q4	3,863,859	4,566,093			18.2%	-24.8%
YTD	8,359,951	6,530,511	7,600,771	16.4%	-21.9%	74.7%
Full Year	18,636,025	17,427,888			-6.5%	-8.1%



Liftings for FE-Eur and FE-US derived from CTS (© World Liner Data Limited / Container Trades Statistics Limited, London, 2024)
Retroactive data adjustments are frequently made by CTS. FE-Eur and FE-US data are therefore subject to changes



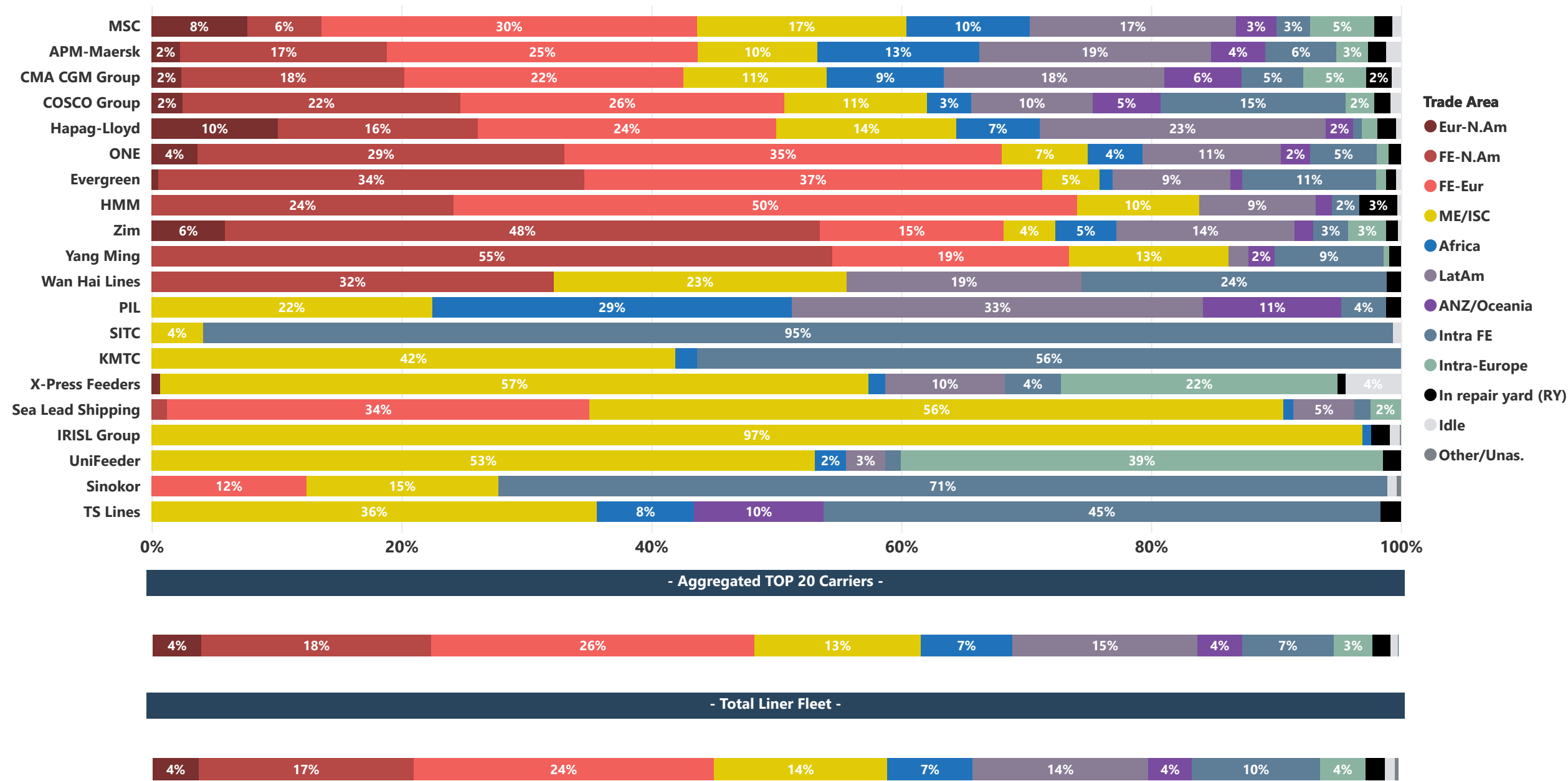
Trade utilisation based on reported liftings/trade capacity deployed adjusted for non-scope allocation (based on Alphaliner estimates)

Trade Demand - Europe - ANZ / North America / Indian SC & ME / South & Central America / Africa and Far East - ANZ / Far East / Indian SC & ME / South & Central America / Africa

Europe to Australasia & Oceania				Europe to North America				Europe to Indian SC & Middle East				Europe to South & Central America				Europe to Sub Saharan Africa			
Eur-ANZ ▲	2023	2024	24/23%	Eur-N.Am ▲	2023	2024	24/23%	Eur-ISC/ME ▲	2023	2024	24/23%	Eur-S.Am ▲	2023	2024	24/23%	Eur-Africa ▲	2023	2024	24/23%
Jan	47,347	48,101	1.6%	Jan	372,657	385,484	3.4%	Jan	289,680	230,472	-20.4%	Jan	131,683	129,017	-2.0%	Jan	163,746	156,126	-4.7%
Feb	47,380	52,832	11.5%	Feb	375,517	428,832	14.2%	Feb	299,221	284,134	-5.0%	Feb	133,895	137,841	2.9%	Feb	160,364	165,679	3.3%
Mar	52,144	58,068	11.4%	Mar	440,319	452,452	2.8%	Mar	334,589	322,597	-3.6%	Mar	142,787	155,299	8.8%	Mar	174,296	191,359	9.8%
Apr	48,166	49,470	2.7%	Apr	396,650	434,442	9.5%	Apr	304,239	282,059	-7.3%	Apr	127,451	150,657	18.2%	Apr	169,127	166,936	-1.3%
May	50,233	53,045	5.6%	May	419,102	455,236	8.6%	May	301,330	287,550	-4.6%	May	138,842	146,947	5.8%	May	177,260	170,856	-3.6%
Jun	52,467			Jun	427,770			Jun	320,152			Jun	141,555			Jun	171,382		
Jul	57,221			Jul	441,233			Jul	314,905			Jul	144,691			Jul	176,970		
Aug	51,975			Aug	402,673			Aug	324,043			Aug	146,506			Aug	183,497		
Sep	49,912			Sep	399,311			Sep	343,355			Sep	138,335			Sep	181,355		
Oct	54,250			Oct	433,562			Oct	377,232			Oct	148,237			Oct	196,979		
Nov	52,365			Nov	396,165			Nov	332,147			Nov	132,815			Nov	177,821		
Dec	54,918			Dec	425,519			Dec	336,635			Dec	142,057			Dec	185,811		
YTD	245,270	261,516	6.6%	YTD	2,004,245	2,156,446	7.6%	YTD	1,529,059	1,406,812	-8.0%	YTD	674,658	719,761	6.7%	YTD	844,793	850,956	0.7%
Full Year	618,378			Full Year	4,930,478			Full Year	3,877,528			Full Year	1,668,854			Full Year	2,118,608		
Far East to Australasia & Oceania				Far East to Far East				Far East to Indian SC & Middle East				Far East to South & Central America				Far East to Sub Saharan Africa			
FE-ANZ ▲	2023	2024	24/23%	FE-FE ▲	2023	2024	24/23%	FE-ISC/ME ▲	2023	2024	24/23%	FE-S.Am ▲	2023	2024	24/23%	FE-Africa ▲	2023	2024	24/23%
Jan	195,343	243,044	24.4%	Jan	3,340,046	3,754,720	12.4%	Jan	645,423	874,783	35.5%	Jan	340,918	414,810	21.7%	Jan	260,838	323,319	24.0%
Feb	149,414	205,912	37.8%	Feb	2,952,450	3,075,775	4.2%	Feb	544,476	675,298	24.0%	Feb	275,682	339,066	23.0%	Feb	199,801	242,881	21.6%
Mar	208,057	232,520	11.8%	Mar	3,779,121	3,832,563	1.4%	Mar	680,176	741,336	9.0%	Mar	386,655	369,038	-4.6%	Mar	293,501	290,713	-0.9%
Apr	207,402	236,795	14.2%	Apr	3,415,490	3,739,997	9.5%	Apr	672,055	783,218	16.5%	Apr	348,266	388,265	11.5%	Apr	313,760	303,573	-3.2%
May	200,168	227,471	13.6%	May	4,122,682	4,280,143	3.8%	May	716,386	824,354	15.1%	May	386,986	465,119	20.2%	May	337,589	307,312	-9.0%
Jun	217,132			Jun	3,966,190			Jun	712,146			Jun	396,225			Jun	323,106		
Jul	230,195			Jul	3,885,171			Jul	731,421			Jul	422,405			Jul	325,842		
Aug	252,549			Aug	4,036,232			Aug	741,994			Aug	460,489			Aug	329,206		
Sep	276,267			Sep	3,807,780			Sep	776,082			Sep	426,465			Sep	322,224		
Oct	239,165			Oct	4,193,027			Oct	748,655			Oct	363,274			Oct	307,907		
Nov	229,192			Nov	4,063,888			Nov	740,821			Nov	412,327			Nov	320,223		
Dec	249,040			Dec	3,595,338			Dec	782,842			Dec	385,440			Dec	322,242		
YTD	960,384	1,145,742	19.3%	YTD	17,609,789	18,683,198	6.1%	YTD	3,258,516	3,898,989	19.7%	YTD	1,738,507	1,976,298	13.7%	YTD	1,405,489	1,467,798	4.4%
Full Year	2,653,924			Full Year	45,157,415			Full Year	8,492,477			Full Year	4,605,132			Full Year	3,656,239		

Liftings for all regions derived from CTS (© World Liner Data Limited / Container Trades Statistics Limited, London, 2024). Retroactive data adjustments are frequently made by CTS. All data is therefore subject to changes.

Main Carriers - Breakdown of Capacity Operated by Trade



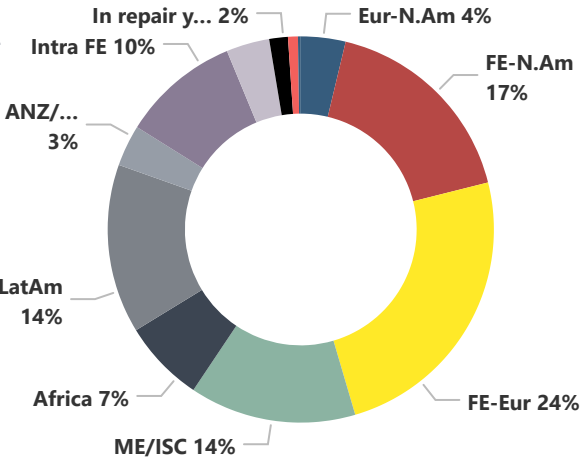
Global Capacity Deployment Breakdown by Trade (by TEU capacity)

Trade area	100-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-5,099	5,100-7,499	7,500-9,999	10,000-12,499	12,500-15,199	15,200-17,999	>18,000	Total Cellular TEU	Non-cellular	Total Liner TEU	%
Eur-N.Am		10,270	41,850	80,570	336,565	259,341	345,651	12,108	26,300			1,112,655		1,112,655	4%
FE-N.Am		3,654	42,958	32,489	185,431	520,582	1,345,847	929,357	1,765,155	338,590		5,164,063	14,933	5,178,996	17%
FE-Eur	907	22,536	103,313	28,230	82,362	113,918	298,348	127,955	1,012,293	1,533,893	3,930,065	7,253,820	1,878	7,255,698	24%
ME/ISC	35,577	265,420	317,621	133,953	545,523	883,753	816,441	338,254	535,891	141,344	135,893	4,149,670	31,454	4,181,124	14%
Africa	11,083	125,220	250,547	210,886	561,368	277,629	271,247	130,453	178,004	31,870		2,048,307	14,412	2,062,719	7%
LatAm	27,185	200,710	346,583	243,138	319,596	460,294	902,543	713,814	624,159	377,804		4,215,826	17,000	4,232,826	14%
ANZ/Oceania	6,878	66,507	98,380	80,249	203,202	318,534	257,499					1,031,249	30,853	1,062,102	3%
Intra FE	309,832	1,134,361	747,279	147,331	453,709	144,252						2,936,764	147,409	3,084,173	10%
Intra-Europe	173,107	377,924	187,594	70,694	158,223	75,328	34,634					1,077,504	26,996	1,104,500	4%
In repair yard (RY)	20,324	45,309	34,056	14,309	55,154	61,178	54,158	10,036	95,580	17,292	57,425	464,821		464,821	2%
Idle	20,740	26,095	27,934	3,700	9,757	39,293	43,408	10,500	41,110		24,188	246,725		246,725	1%
Other/Unas.	26,095	11,705	17,977	13,878								69,655	7,592	77,247	0%
Total	631,728	2,289,711	2,216,092	1,059,427	2,910,890	3,154,102	4,369,776	2,272,477	4,278,492	2,440,793	4,147,571	29,771,059	292,527	30,063,586	100%

Global Capacity Deployment Breakdown by Trade (by Vessel count)

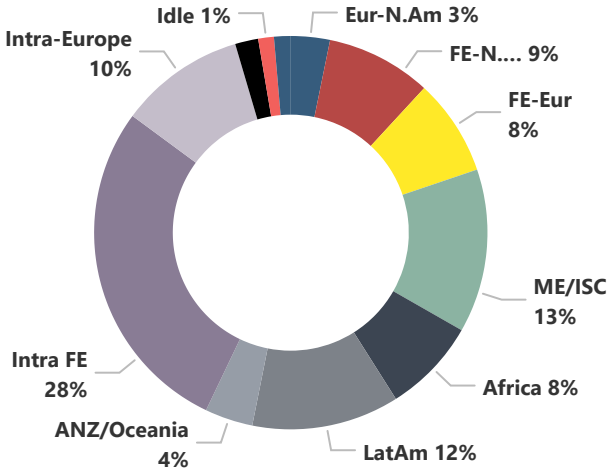
Trade area	100-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-5,099	5,100-7,499	7,500-9,999	10,000-12,499	12,500-15,199	15,200-17,999	>18,000	Total Cellular Units	Non-Cellular	Total Liner Units	%
Eur-N.Am		6	16	23	72	40	39	1	2			199		199	3%
FE-N.Am		2	16	10	41	80	153	84	129	22		537	8	545	9%
FE-Eur	1	14	41	8	18	18	33	12	72	95	181	493	1	494	8%
ME/ISC	55	175	125	40	120	140	93	32	39	9	7	835	41	876	13%
Africa	15	82	97	60	126	45	31	11	13	2		482	15	497	8%
LatAm	33	135	135	70	71	73	100	65	46	24		752	33	785	12%
ANZ/Oceania	10	45	39	23	45	54	29					245	35	280	4%
Intra FE	498	778	293	45	101	24						1,739	337	2076	28%
Intra-Europe	217	278	75	21	34	12	4					641	43	684	10%
In repair yard (RY)	28	33	13	4	12	10	6	1	7	1	3	118		118	2%
Idle	31	19	11	1	2	6	5	1	3		1	80		80	1%
Other/Unas.	66	8	7	4								85	18	103	1%
Total	954	1,575	868	309	642	502	493	207	311	153	192	6,206	531	6737	100%

Global Trade Deployment by Cellular TEU Capacity



NEW! An advanced version of this page with detailed statistics per each sub-region is available as a bespoke report. Contact us for more information.

Global Trade Deployment by Cellular Vessel Count

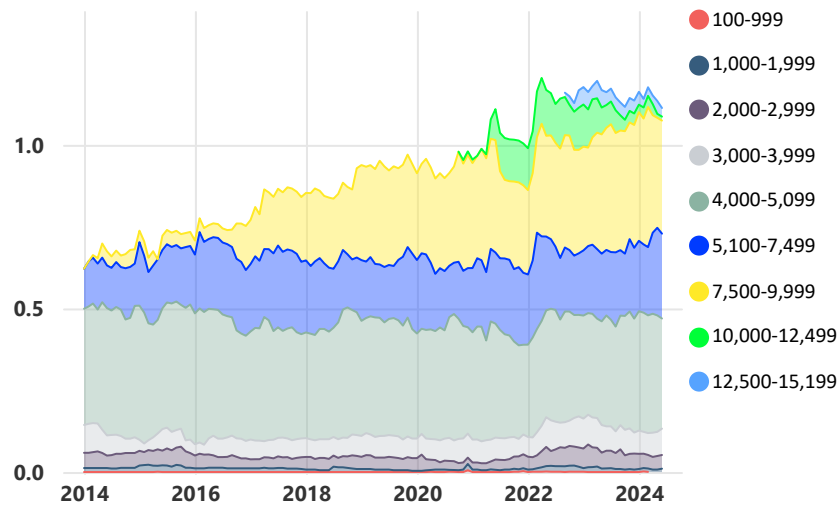


The survey counts cellular and non-cellular containerships above 100 teu only, excludes roro & general cargo vessels employed on multipurpose liner services. Africa related refers to Sub-Saharan Africa | Idle includes ships that are commercially inactive due to idling, lay-up, arrested / abandoned, and other reasons (Idle Carrier/NOO) | In Repair Yard refers to ships that went to Drydock for normal maintenance, emergency repair, retrofit and other works.

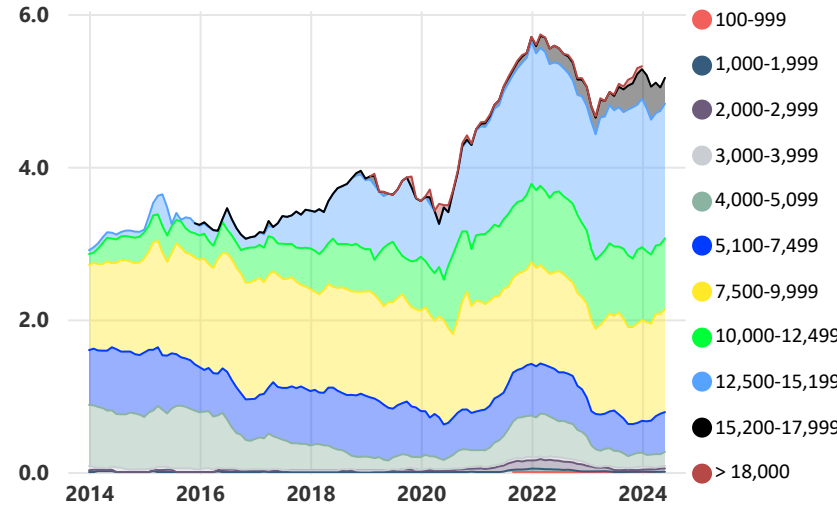
Evolution of capacity deployed by Trade - Cellular containerhips only

Year-on-Year Growth (Capacity Deployed in TEU Millions)

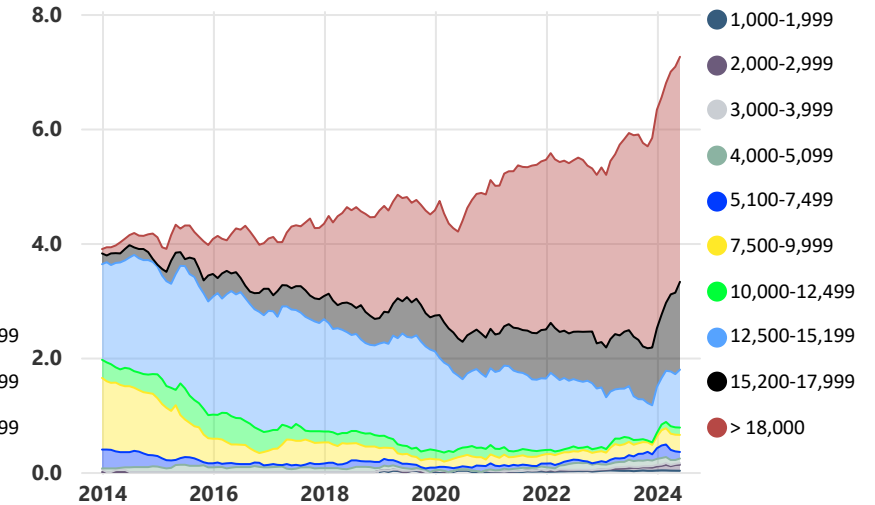
Europe - North America : YoY Growth = -4.2%



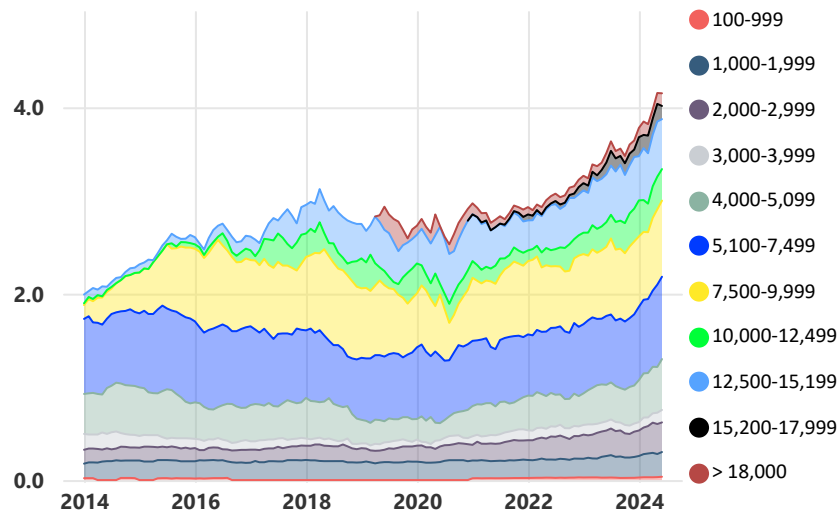
Far East - North America : YoY Growth = 3.7%



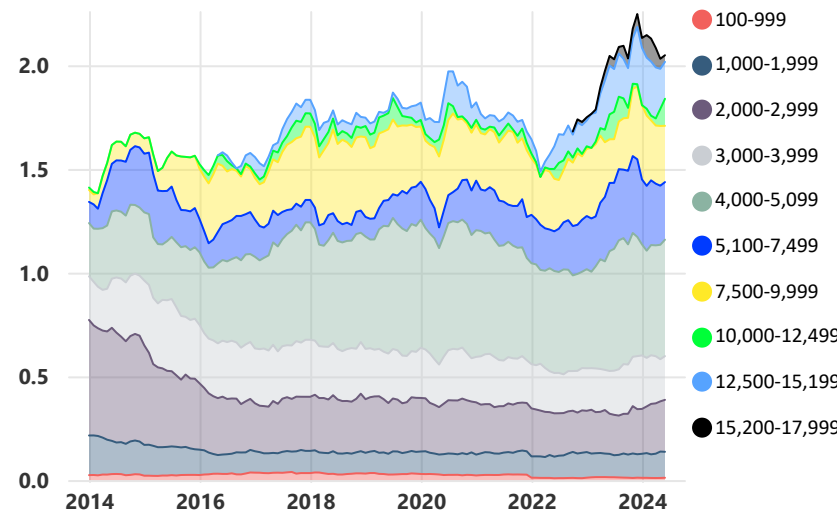
Far East - Europe : YoY Growth = 24.7%



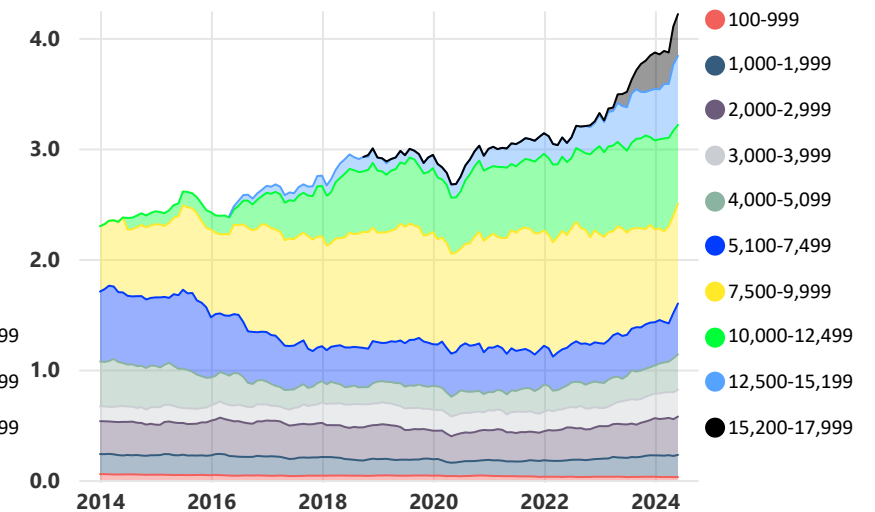
Middle East/Indian subcon related : YoY Growth = 18.2%



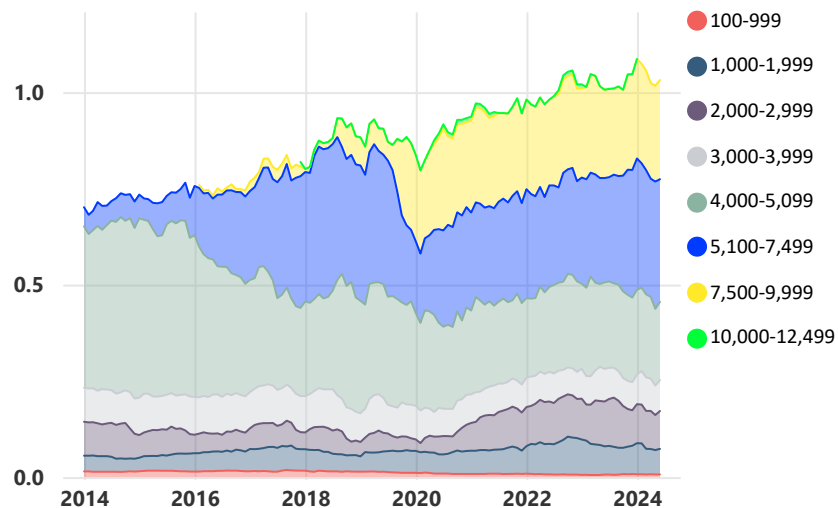
Sub-Saharan Africa related : YoY Growth = 0.2%



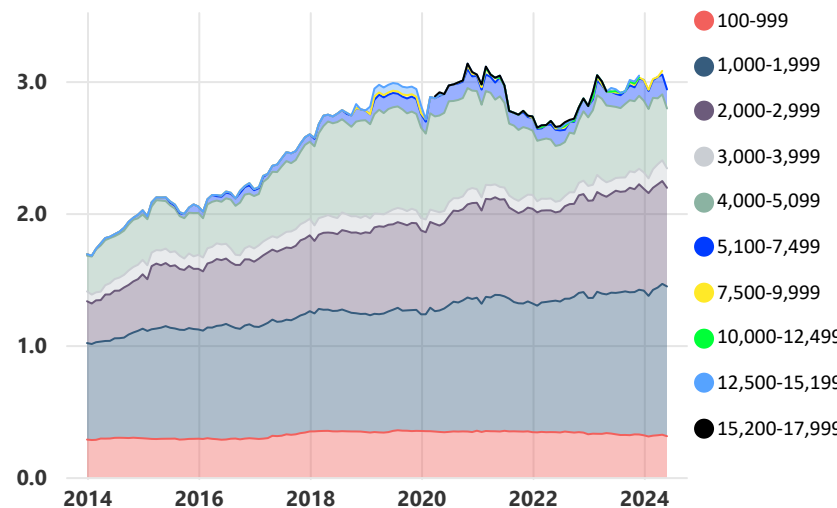
Latin America : YoY Growth = 20.7%



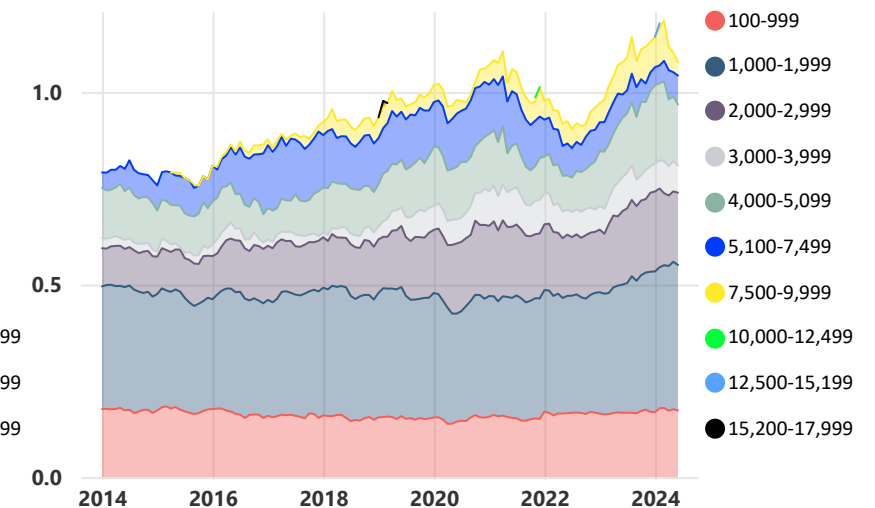
Oceania related : YoY Growth = 2.5%



Intra-Far East : YoY Growth = -0.4%

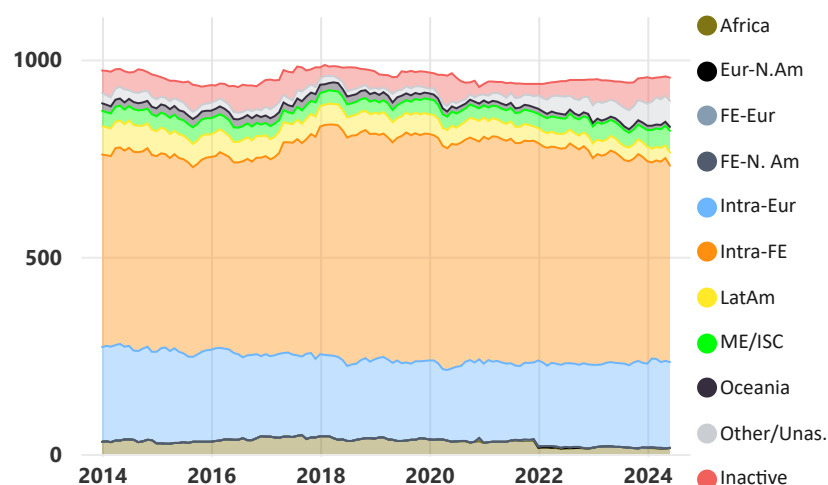


Intra Europe : YoY Growth = 0.0%

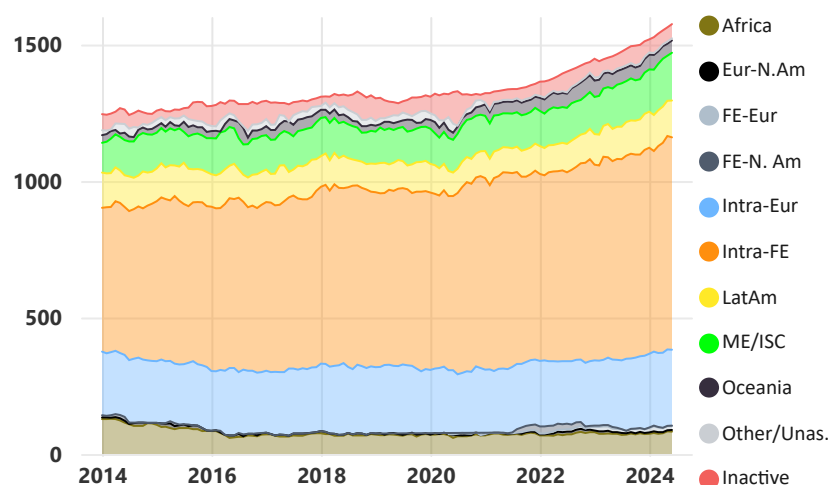


Cellular containerships only - Assignment by Trade

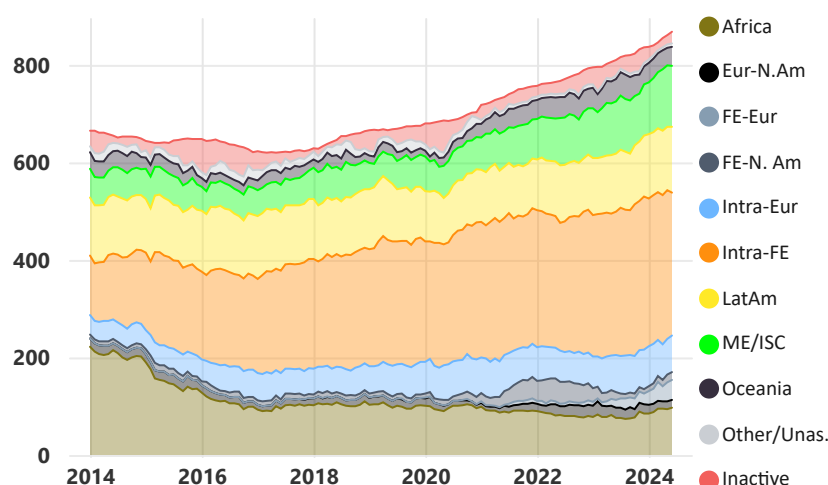
100-999 TEU Ships - Assignment by trade



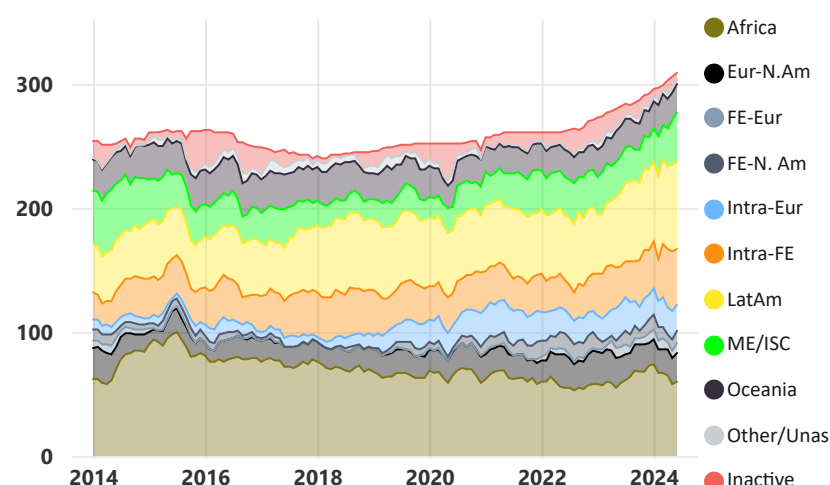
1,000-1,999 TEU Ships - Assignment by trade



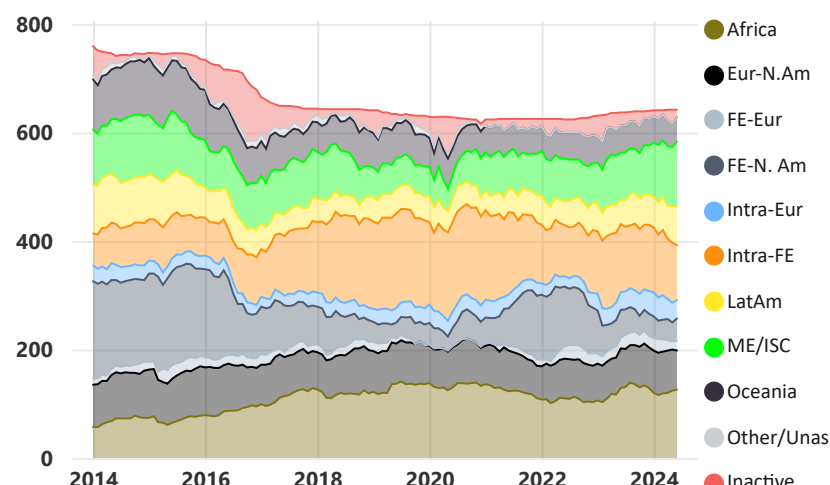
2,000-2,999 TEU Ships - Assignment by trade



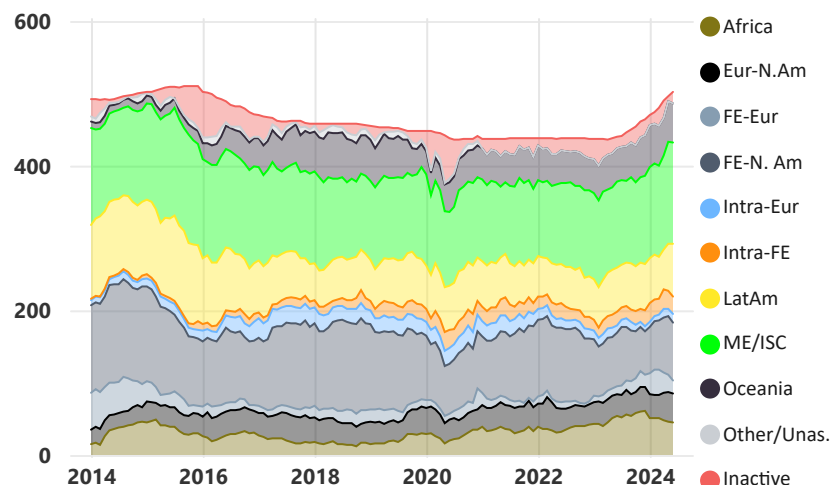
3,000-3,999 TEU Ships - Assignment by trade



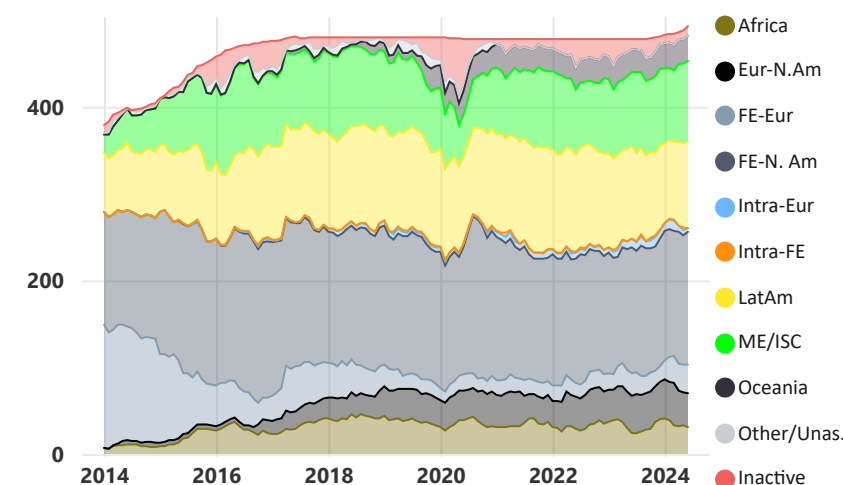
4,000-5,099 TEU Ships - Assignment by trade



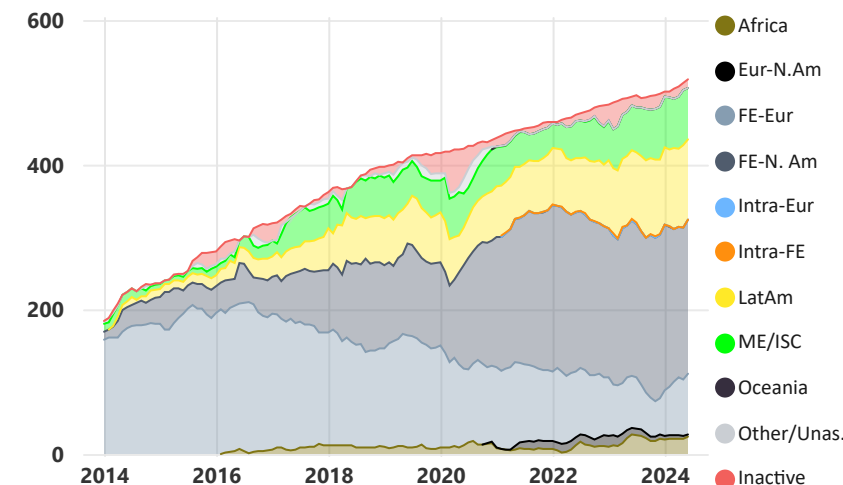
5,100-7,499 TEU Ships - Assignment by trade



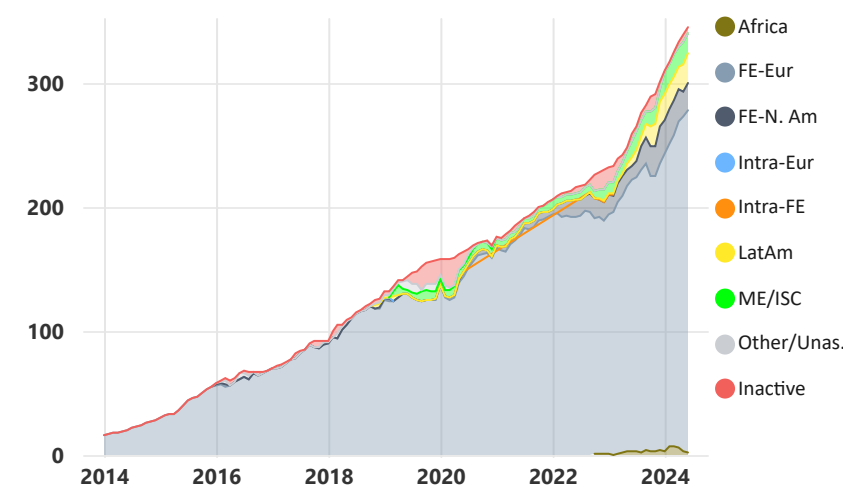
7,500-9,999 TEU Ships - Assignment by trade



10,000-15,199 TEU Ships - Assignment by trade



>15,200 TEU Ships - Assignment by trade

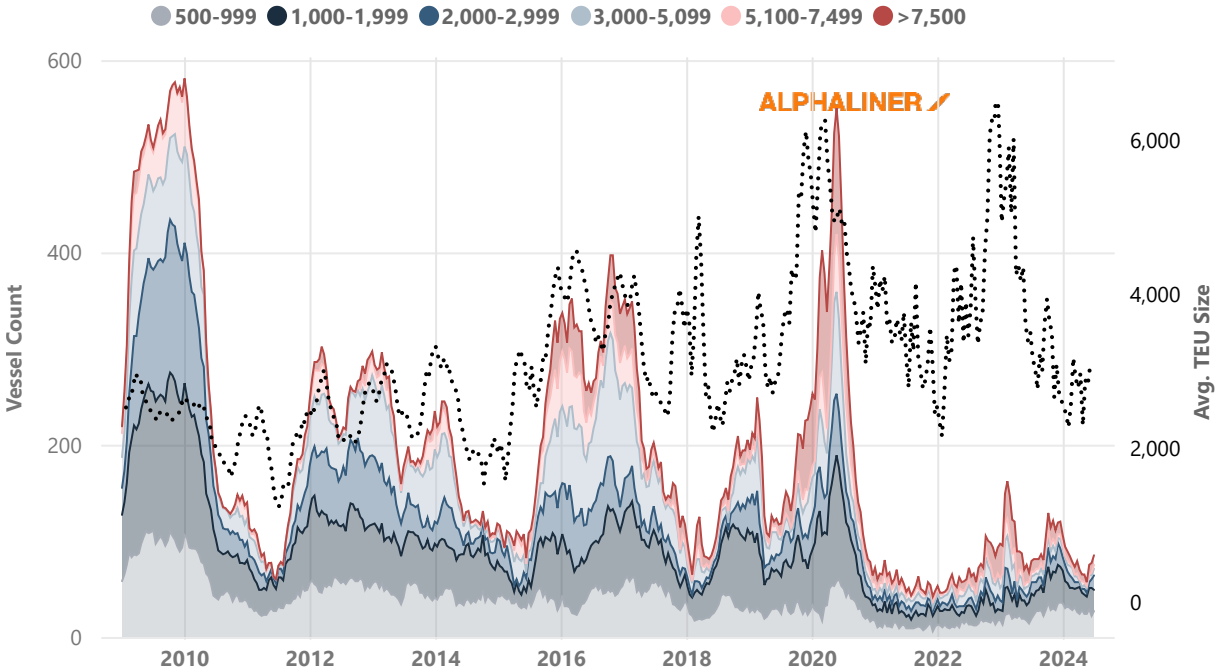


Inactive Capacity Tracker

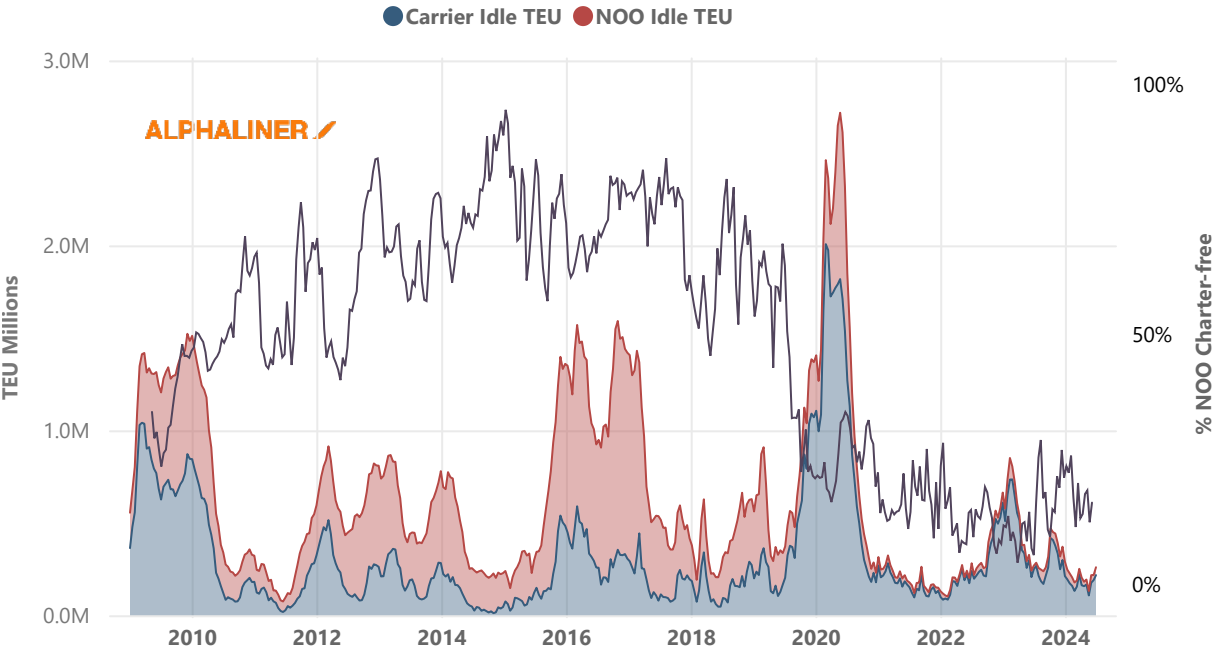
As at Date	500-999	1,000-1,999	2,000-2,999	3,000-5,099	5,100-7,499	> 7,500	Total Idle Ships	As % of Cell fleet	% NOO Charter-free	NOO Idle TEU	Carrier Idle TEU	Total Idle TEU	in RY TEU	Inactive TEU*
01 Jul 24	27	22	15	7	4	10	85	0.9%	16%	0.04M	0.22M	0.26M	0.52M	0.78M
17 Jun 24	22	29	9	4	3	10	77	0.7%	12%	0.03M	0.19M	0.22M	0.42M	0.64M
03 Jun 24	29	22	6	8	0	10	75	0.7%	19%	0.04M	0.18M	0.22M	0.50M	0.71M
20 May 24	24	18	4	5	2	4	57	0.4%	18%	0.02M	0.11M	0.13M	0.48M	0.61M
06 May 24	24	20	6	4	3	8	65	0.7%	14%	0.03M	0.17M	0.19M	0.52M	0.71M
22 Apr 24	28	18	4	2	6	7	65	0.6%	13%	0.02M	0.16M	0.18M	0.54M	0.72M
08 Apr 24	24	28	5	1	2	10	70	0.7%	20%	0.04M	0.16M	0.20M	0.52M	0.73M
25 Mar 24	26	25	6	6	3	13	79	0.9%	12%	0.03M	0.22M	0.25M	0.53M	0.78M
11 Mar 24	31	19	7	6	2	8	73	0.7%	17%	0.03M	0.15M	0.19M	0.48M	0.67M
26 Feb 24	28	23	10	11	1	5	78	0.6%	26%	0.05M	0.13M	0.18M	0.39M	0.56M
12 Feb 24	30	21	13	10	3	7	84	0.7%	22%	0.05M	0.16M	0.21M	0.24M	0.44M
29 Jan 24	32	24	12	7	5	9	89	0.8%	24%	0.05M	0.17M	0.23M	0.31M	0.54M
15 Jan 24	30	28	17	7	3	9	94	0.9%	21%	0.05M	0.19M	0.25M	0.49M	0.74M
01 Jan 24	35	34	14	10	3	10	106	1.0%	27%	0.08M	0.21M	0.29M	0.56M	0.85M
18 Dec 23	36	37	19	10	5	13	120	1.3%	19%	0.07M	0.30M	0.37M	0.66M	1.03M
04 Dec 23	35	40	23	5	4	12	119	1.1%	22%	0.07M	0.25M	0.32M	0.75M	1.07M
20 Nov 23	28	39	14	8	8	14	111	1.4%	15%	0.06M	0.33M	0.39M	0.82M	1.21M
06 Nov 23	30	38	16	11	7	19	121	1.6%	15%	0.07M	0.38M	0.44M	0.78M	1.22M
23 Oct 23	28	33	17	11	7	18	114	1.6%	10%	0.04M	0.41M	0.45M	0.84M	1.29M
09 Oct 23	36	37	20	11	7	18	129	1.7%	11%	0.05M	0.42M	0.47M	0.71M	1.18M
25 Sep 23	28	35	11	14	5	12	105	1.2%	18%	0.06M	0.26M	0.32M	0.63M	0.94M
11 Sep 23	22	24	7	12	5	10	80	0.9%	17%	0.04M	0.21M	0.26M	0.65M	0.91M
28 Aug 23	28	25	9	9	6	9	86	0.9%	29%	0.07M	0.17M	0.24M	0.65M	0.89M
14 Aug 23	27	22	13	3	6	10	81	0.9%	25%	0.06M	0.18M	0.25M	0.66M	0.90M
31 Jul 23	27	21	9	9	5	10	81	0.9%	17%	0.04M	0.21M	0.26M	0.57M	0.83M
17 Jul 23	23	20	14	7	4	13	81	1.1%	6%	0.02M	0.27M	0.28M	0.59M	0.88M
03 Jul 23	19	26	12	6	5	11	79	1.0%	7%	0.02M	0.25M	0.27M	0.55M	0.82M
19 Jun 23	14	22	10	7	4	10	67	0.9%	15%	0.04M	0.21M	0.24M	0.53M	0.77M
05 Jun 23	17	16	9	10	5	18	75	1.2%	9%	0.03M	0.30M	0.33M	0.59M	0.92M

(1) ‘Commercially idle’ ships: ships without commercial activity such as vessels in warm or cold lay-up, in-between service assignments for longer-than-normal periods, arrested, detained, abandoned, or idle for other reasons. Ships waiting off congested ports as part of a service are excluded from Idle count. (2) Ships in ‘repair yard’: ships in or at shipyards for routine maintenance, emergency repair, retrofit, conversion, or any other works (excludes newbuildings under construction). (3) ‘inactive fleet’ = total count of ships ‘commercially idle’ + ships in ‘repair yard’

Idle containership (units breakdown by size range)



Idle Fleet Breakdown by Non-Operating Owner/Carrier



Container Freight Watch

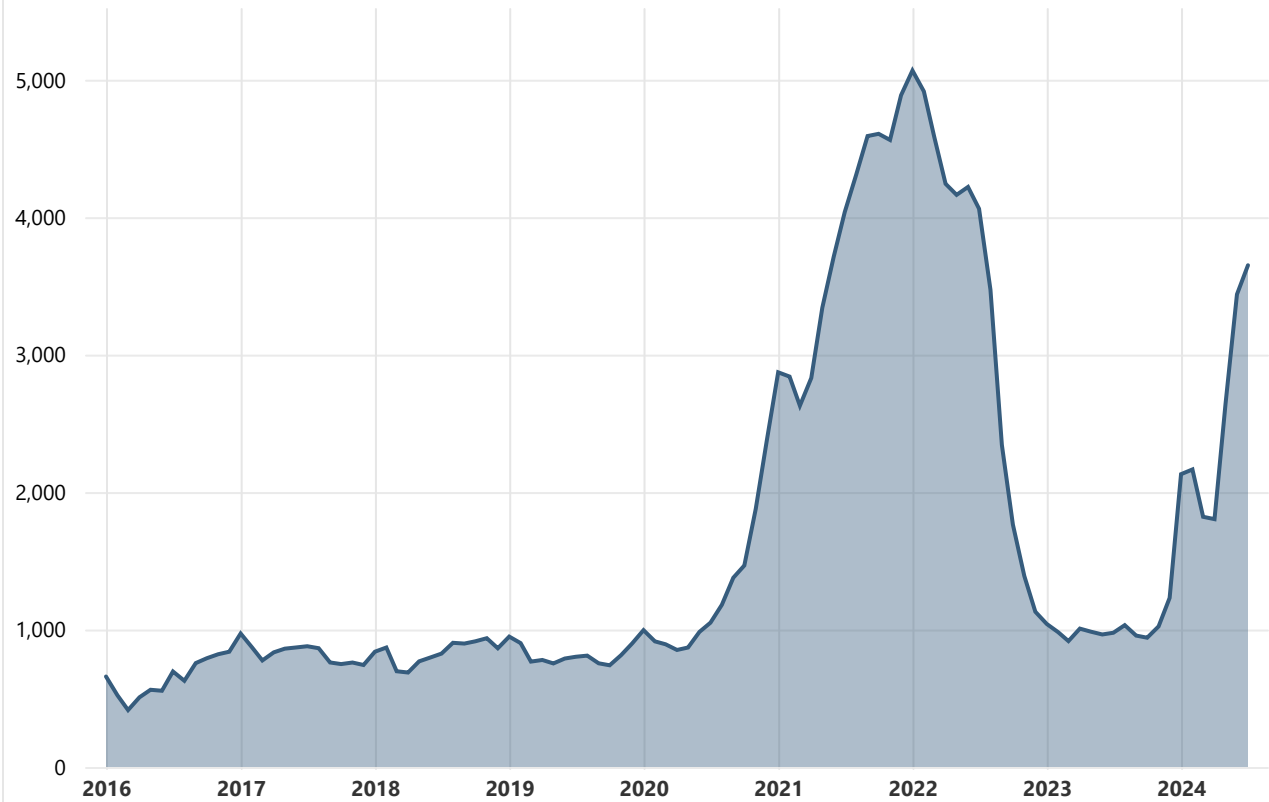
Shanghai Containerized Freight Index	Latest 19Jul 24	1 week 12Jul 24	1 week Change %	1 month 21Jun 24	1 month Change %	3 months 26 Apr 24	3 months Change %	1 year 21Jul 23	1 year Change %
SCFI	3,542	3,675	-3.6%	3,476	1.9%	1,941	82.5%	966	267%
Europe (Base port)	5,000	5,051	-1.0%	4,336	15.3%	2,300	117.4%	742	574%
Mediterranean (Base port)	5,361	5,424	-1.2%	4,855	10.4%	3,235	65.7%	1,407	281%
USWC (\$/FEU)	7,124	7,654	-6.9%	7,173	-0.7%	3,602	97.8%	1,764	304%
USEC (\$/FEU)	9,751	9,881	-1.3%	8,277	17.8%	4,661	109.2%	2,676	264%
Persian Gulf (Dubai)	2,193	2,273	-3.5%	2,893	-24.2%	2,047	7.1%	938	134%
Australia (Melbourne)	1,385	1,404	-1.4%	1,406	-1.5%	929	49.1%	257	439%
West Africa (Lagos)	5,056	5,187	-2.5%	5,776	-12.5%	2,719	86.0%	2,729	85%
South Africa (Durban)	4,954	5,099	-2.8%	5,541	-10.6%	2,043	142.5%	1,293	283%
South America (Santos)	8,212	8,760	-6.3%	8,558	-4.0%	4,623	77.6%	2,580	218%
West Japan (Osaka/Kobe)	293	293	0.0%	293	0.0%	292	0.3%	326	-10%
East Japan (Tokyo/Yokohama)	299	299	0.0%	299	0.0%	305	-2.0%	334	-10%
Southeast Asia (Singapore)	711	753	-5.6%	739	-3.8%	307	131.6%	149	377%
Korea (Busan)	165	162	1.9%	169	-2.4%	158	4.4%	131	26%

Shanghai Shipping Exchange base ports defined as :
Mediterranean - Barcelona/Valencia/Genoa/Naples;
Europe - Hamburg/Rotterdam/Antwerp/Felixtowe/Le Havre;
USWC - Los Angeles/Long Beach/Oakland;
USEC - New York/Savannah/Norfolk/ Charleston

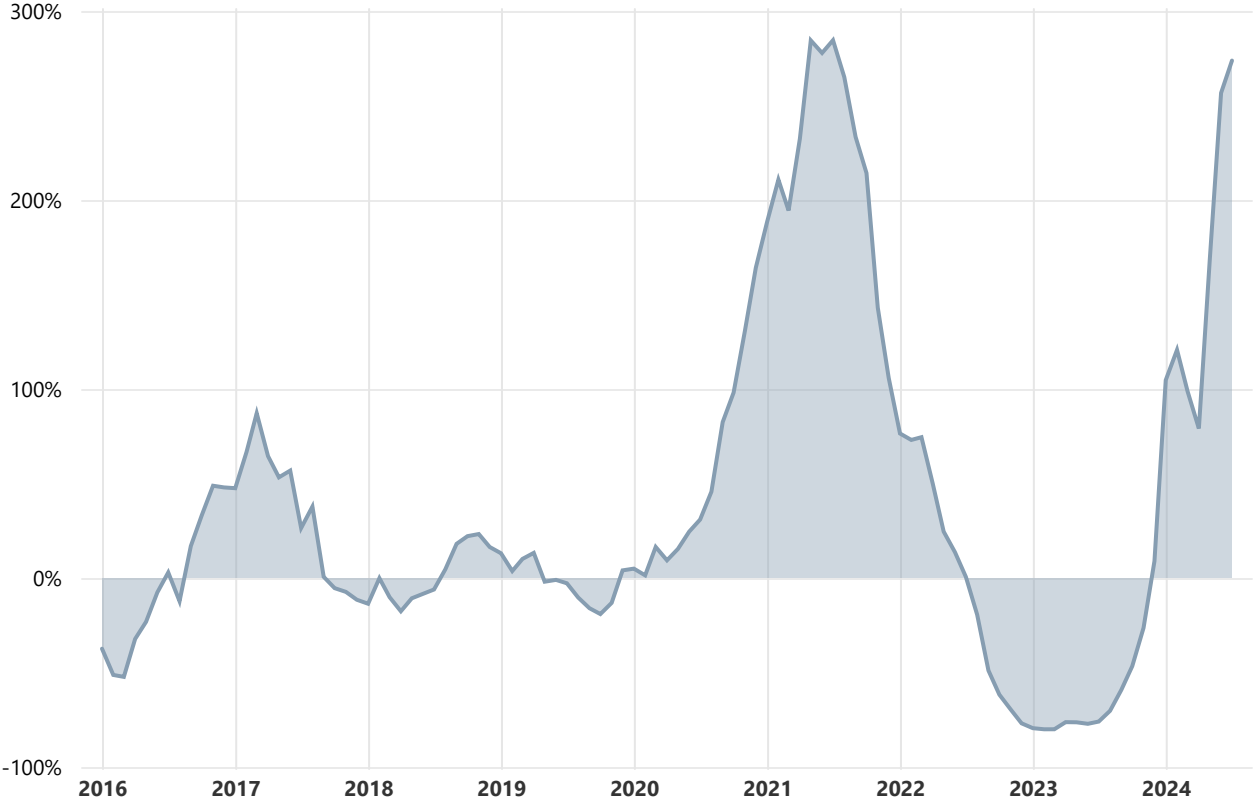
The freight rate includes ocean freight & surcharges:
BAF/FAF, EBS/EBA, LSS (from end 2014), CAF/YAS,
PSS, WRS, PCS, SCS/SCF/PTF/PCC,
Excludes Terminal Handling Charge THC

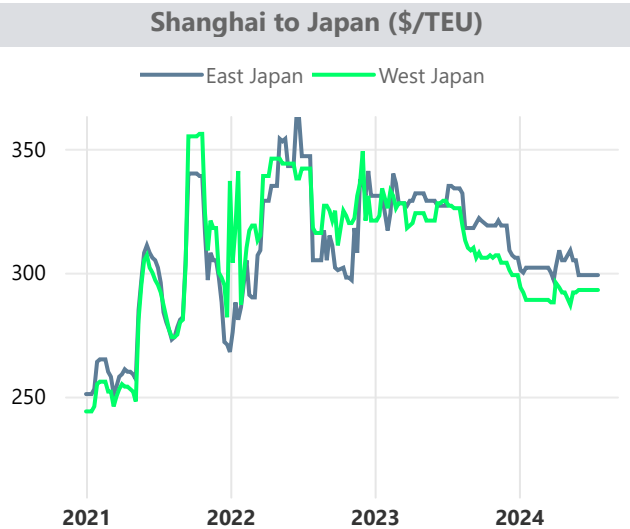
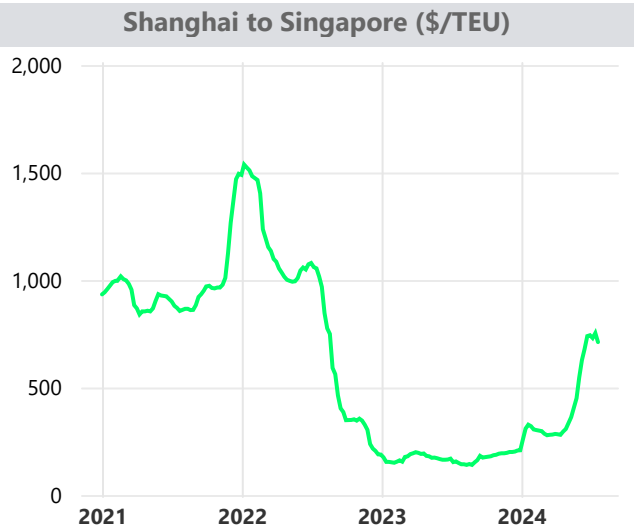
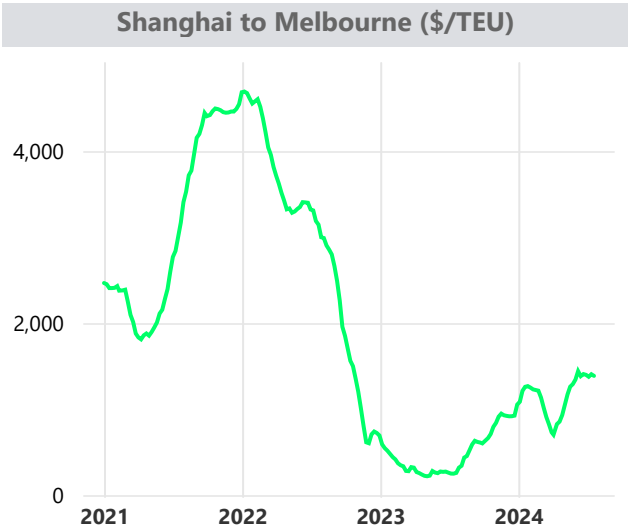
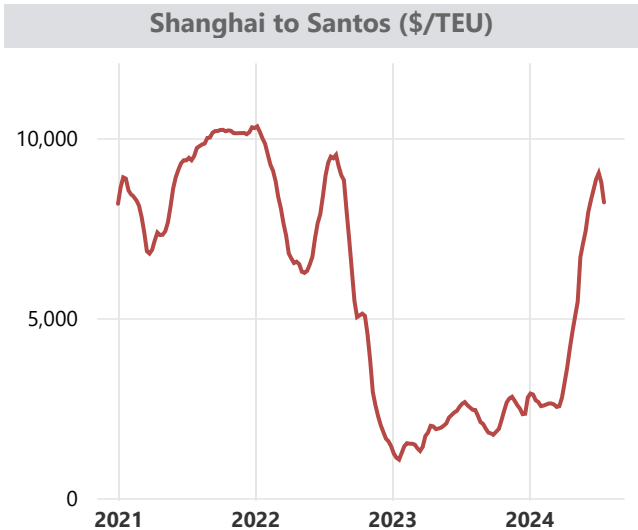
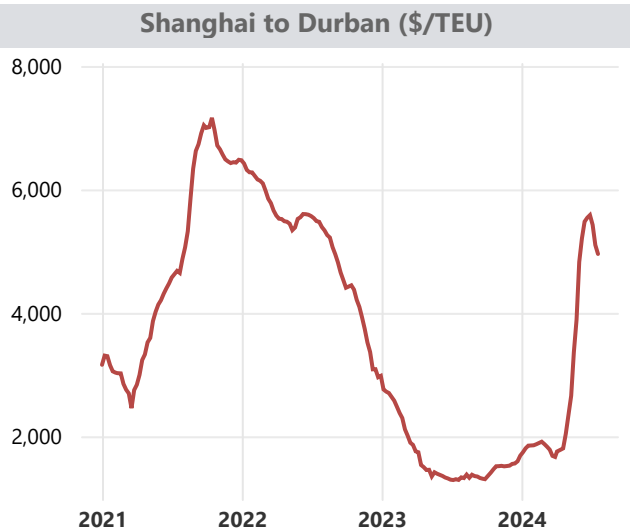
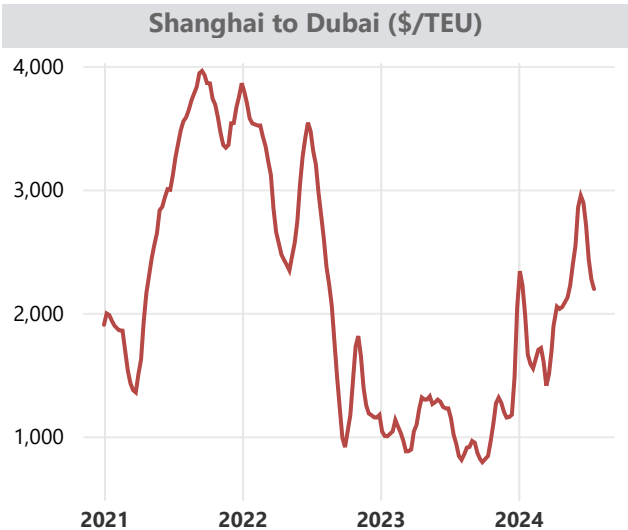
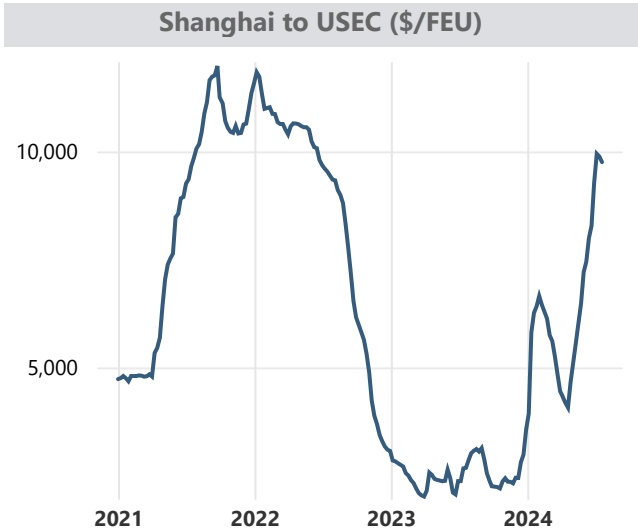
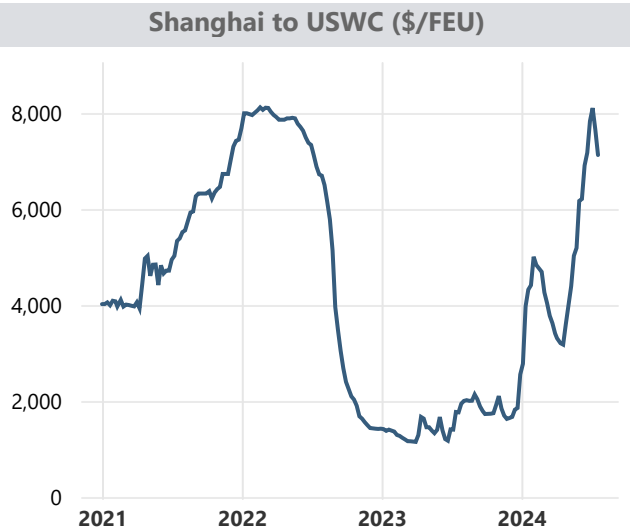
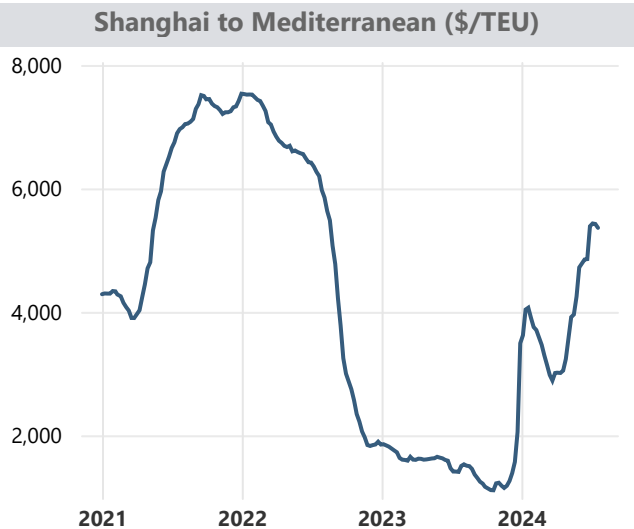
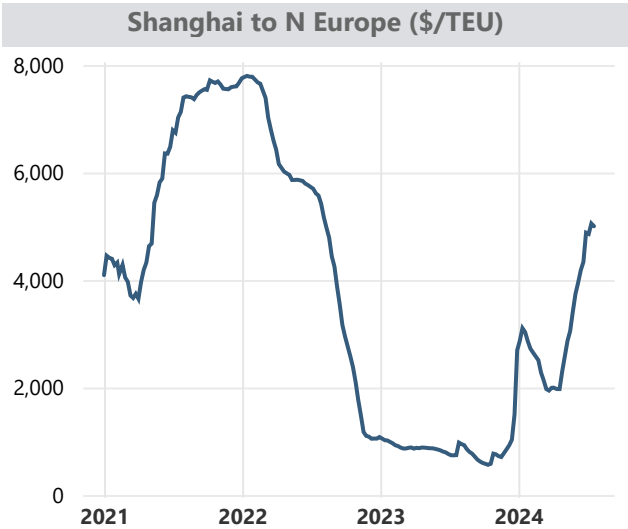
Source SSE

Shanghai Containerized Freight Index (SCFI)



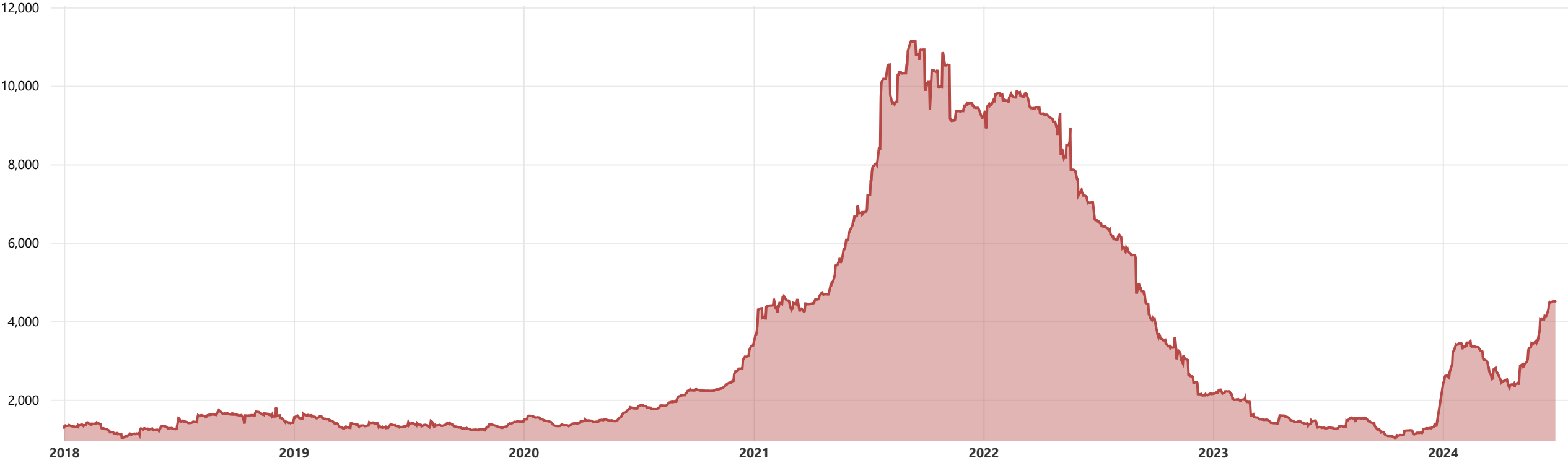
SCFI Change YoY %



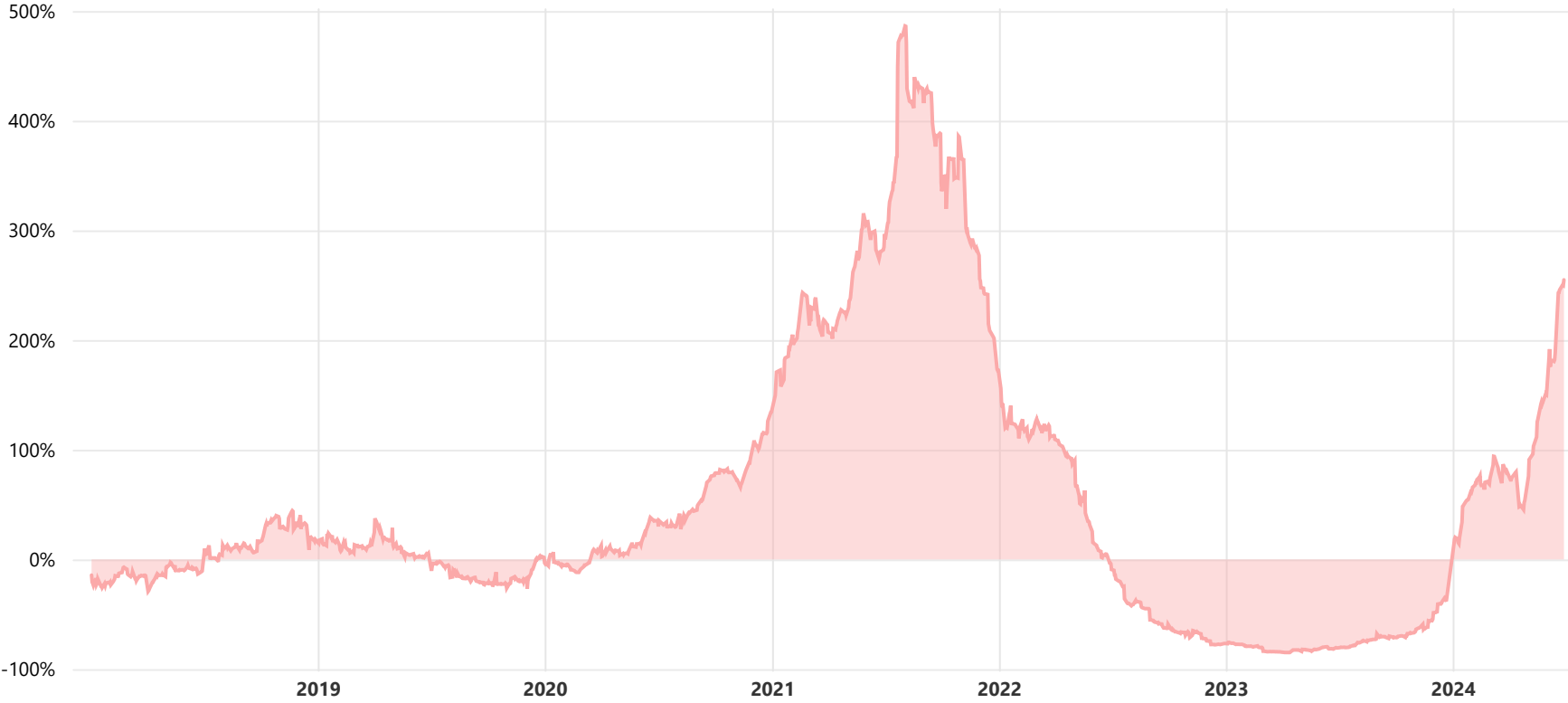


Freightos Baltic Global Container Index (FBX) Watch

Freightos Baltic Global Container Index (FBX) (\$/FEU)



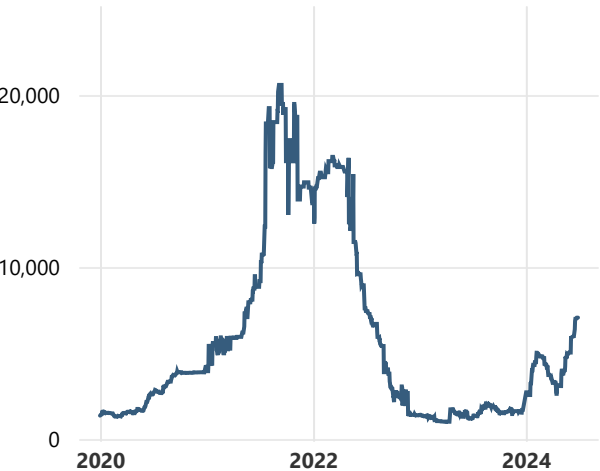
FBX Change YoY %



Baltic Exchange base ports defined as :
China/East Asia - Shanghai/Ningbo/Yantian/Hong Kong/Kaohsiung/ Busan/Kobe/Vung Tau/Singapore
Med. - Valencia/Algeciras/Barcelona/Port Said/Piraeus/Ambarli/Izmit/ Malta Freeport/Gioia Tauro/ Genova/La Spezia/Ashdod/Fos Sur Mer/Marseilles;
Europe - Hamburg/Bremerhaven/Rotterdam/Le Havre/London Gateway/ Antwerp/Algeciras;
N Europe - Antwerp/Bremerhaven/Hamburg/Le Havre/Felixstowe/ Southampton/Rotterdam;
N America West Coast - Long Beach/Los Angeles/Tacoma/Seattle/ Oakland/ Vancouver;
N America East Coast - Newark/New York/Savannah/Charleston/ Norfolk/Baltimore/Houston;
S America East Coast - Santos/Paranagua/Bueons Aires/Montevideo/ Cartagena (Col)/Manzanillo (Pan)
S America West Coast - Guayaquil/San Antonio/Callao/ Buenaventura/ Paita

The freight rates include ocean freight and any applicable seaborne surcharges, but exclude origin and destination port charges or import customs.
Source BEISL

FBX - China/East Asia to NAWC (\$/FEU)



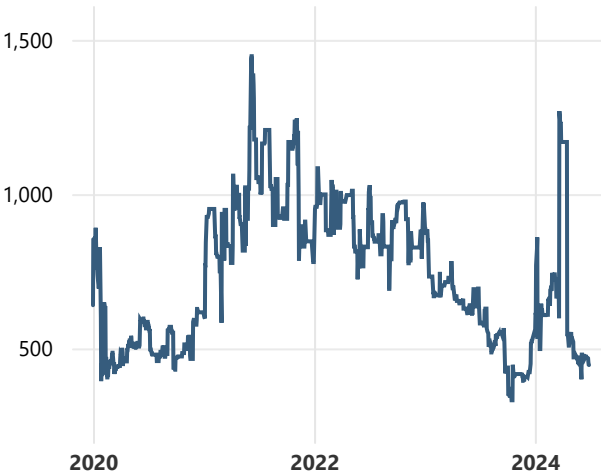
FBX - NAWC to China/East Asia (\$/FEU)



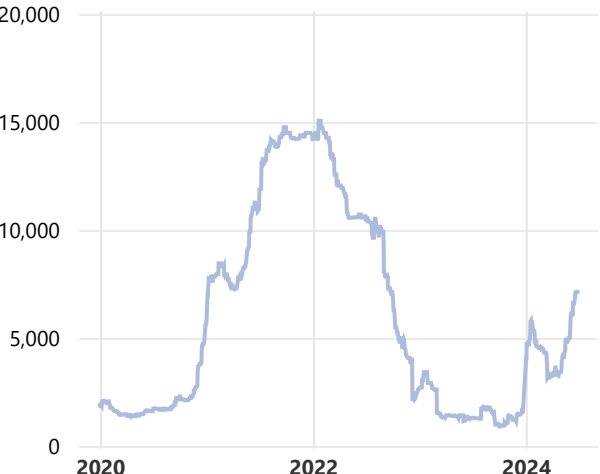
FBX - China/East Asia to NAEC (\$/FEU)



FBX - NAEC to China/East Asia (\$/FEU)



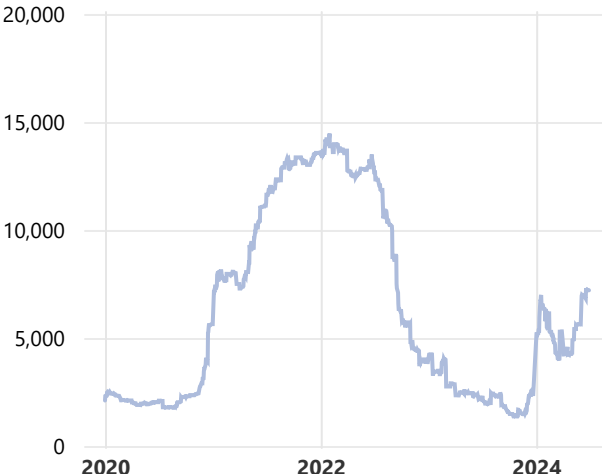
FBX - China/East Asia to N Europe (\$/FEU)



FBX - N Europe to China/East Asia (\$/FEU)



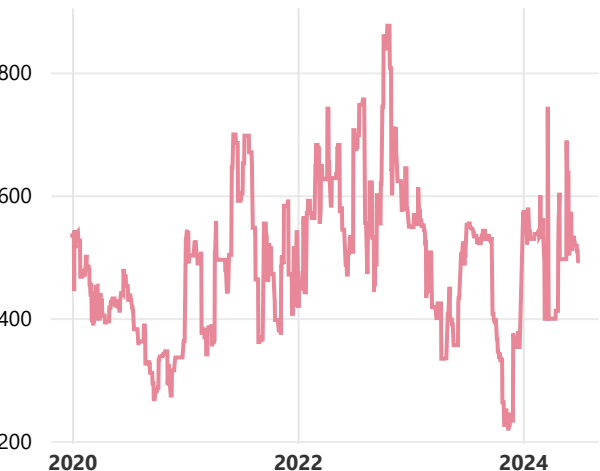
FBX - China/East Asia to Med (\$/FEU)



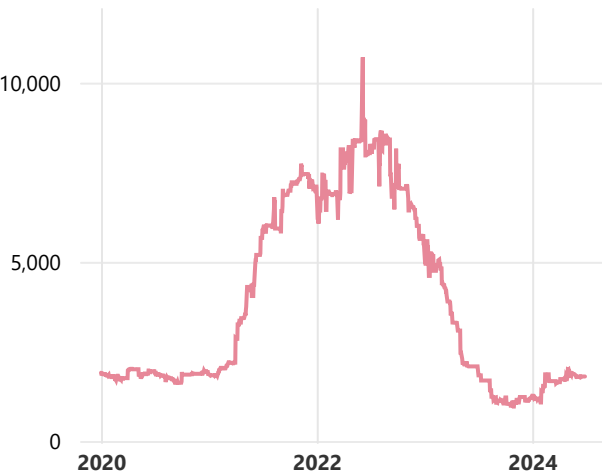
FBX - Med to China/East Asia (\$/FEU)



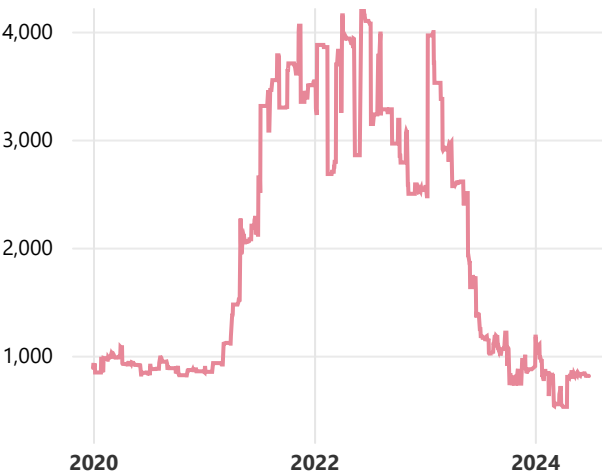
FBX - N America East Coast to Europe (\$/FEU)



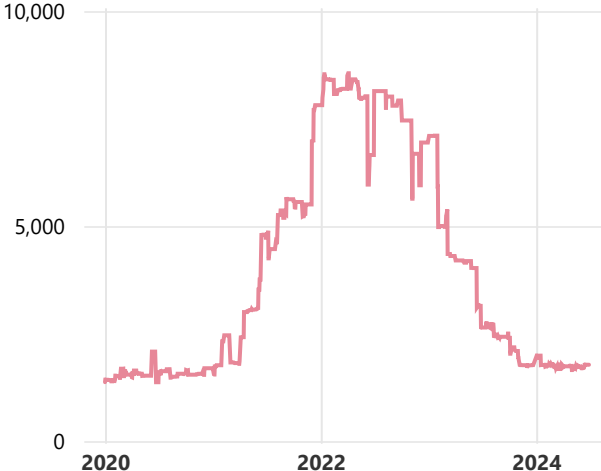
FBX - Europe to N America East Coast (\$/FEU)



FBX - Europe to S America East Coast (\$/FEU)



FBX - Europe to S America West Coast (\$/FEU)



Global Cellular Fleet - Average Speed

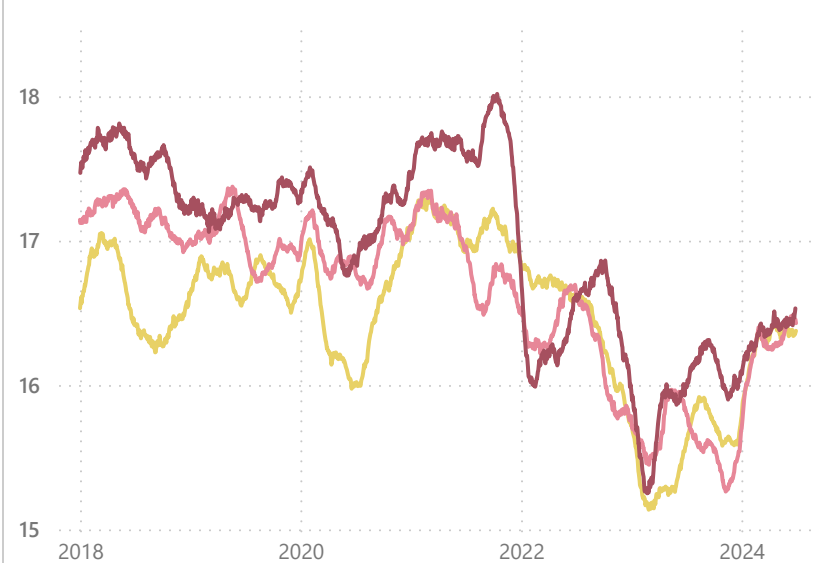


● Avg. Speed ● SCFI Index



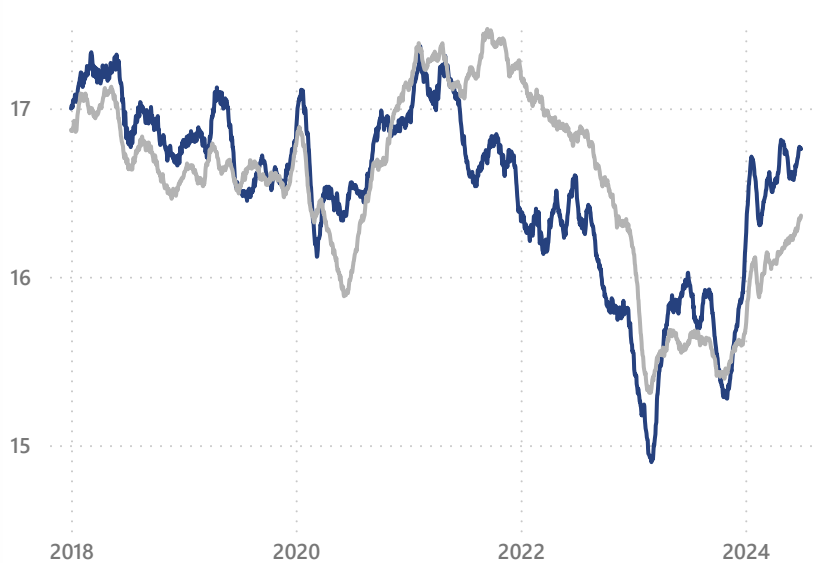
Average Speed by Trade

● Far East - ECNA ● Far East - Europe ● Far East - WCNA



Size Range Comparison

Size Range ● 12,500-24,000 ● 5,100-12,499



Average Speed vs Singapore Bunker Prices

● Avg. Speed ● IFO380 ● VLSFO



Rotterdam Bunker Price

Year	Month	0.5% VLSFO	Change MoM%	Change YoY%	LSMGO	Change MoM%	Change YoY%	IFO380	Change MoM%	Change YoY%
2024	January	\$555	▲ 1%	-3%	\$780	▲ 3%	-13%	\$442	▼ -3%	13%
2024	February	\$574	▲ 3%	-1%	\$809	▲ 4%	1%	\$456	▲ 3%	13%
2024	March	\$590	▲ 3%	6%	\$784	▼ -3%	2%	\$473	▲ 4%	17%
2024	April	\$606	▲ 3%	6%	\$777	▼ -1%	3%	\$490	▲ 4%	5%
2024	May	\$564	▼ -7%	7%	\$735	▼ -5%	10%	\$480	▼ -2%	11%
2024	June	\$550	▼ -3%	2%	\$744	▲ 1%	7%	\$487	▲ 1%	4%
2024	July	\$577	▲ 5%	4%	\$761	▲ 2%	0%	\$512	▲ 5%	4%
2023	January	\$573	▲ 7%	-7%	\$897	▲ 4%	22%	\$392	▲ 5%	-18%
2023	February	\$580	▲ 1%	-16%	\$802	▼ -11%	-3%	\$402	▲ 2%	-23%
2023	March	\$558	▼ -4%	-36%	\$772	▼ -4%	-31%	\$405	▲ 1%	-38%
2023	April	\$573	▲ 3%	-33%	\$750	▼ -3%	-38%	\$467	▲ 15%	-26%
2023	May	\$527	▼ -8%	-36%	\$670	▼ -11%	-43%	\$433	▼ -7%	-33%
2023	June	\$539	▲ 2%	-41%	\$696	▲ 4%	-47%	\$468	▲ 8%	-24%

Rotterdam Bunker Price : IFO380 vs VLSFO \$/ton



Singapore Bunker Price

Year	Month	0.5% VLSFO	Change MoM%	Change YoY%	LSMGO	Change MoM%	Change YoY%	IFO380	Change MoM%	Change YoY%
2024	January	\$611	■ 0%	-6%	\$776	▲ 4%	-15%	\$450	▼ -0%	12%
2024	February	\$639	▲ 5%	-0%	\$806	▲ 4%	-1%	\$445	▼ -1%	8%
2024	March	\$636	▼ -1%	9%	\$783	▼ -3%	3%	\$477	▲ 7%	11%
2024	April	\$647	▲ 2%	7%	\$787	▲ 0%	6%	\$509	▲ 7%	6%
2024	May	\$614	▼ -5%	8%	\$728	▼ -7%	7%	\$522	▲ 3%	17%
2024	June	\$600	▼ -2%	2%	\$727	▼ -0%	2%	\$517	▼ -1%	17%
2024	July	\$633	▲ 5%	8%	\$757	▲ 4%	-1%	\$527	▲ 2%	7%
2023	January	\$647	▲ 5%	-4%	\$910	▼ -2%	22%	\$403	▲ 5%	-18%
2023	February	\$642	▼ -1%	-12%	\$811	▼ -11%	-2%	\$414	▲ 3%	-22%
2023	March	\$582	▼ -9%	-35%	\$757	▼ -7%	-29%	\$432	▲ 4%	-34%
2023	April	\$604	▲ 4%	-29%	\$742	▼ -2%	-35%	\$482	▲ 12%	-34%
2023	May	\$570	▼ -6%	-39%	\$682	▼ -8%	-42%	\$447	▼ -7%	-36%
2023	June	\$591	▲ 4%	-46%	\$711	▲ 4%	-47%	\$443	▼ -1%	-28%

Singapore Bunker Price : IFO380 vs VLSFO \$/ton



BAF Surcharge Survey - Far East to North Europe (\$/teu)

Carrier	Jun 23	Jul 23	Aug 23	Sep 23	Oct 23	Nov 23	Dec 23	Jan 24	Feb 24	Mar 24	Apr 24	May 24	Jun 24	Jul 24
CMA CGM	360	345	345	345	360	360	360	390	390	390	360	360	360	375
COSCO	402	385	385	402	435	452	452	435	402	419	435	435	435	419
ONE	182	165	165	165	173	173	173	202	202	202	176	176	176	189
OOCL	307	301	301	301	335	335	353	347	323	323	323	323	323	323
Yang Ming	361	361	361	361	361	361	361	361	361	361	361	361	361	361
Average	322	311	311	315	333	336	340	347	336	339	331	331	331	333
Highest	402	385	385	402	435	452	452	435	402	419	435	435	435	419
Lowest	182	165	165	165	173	173	173	202	202	202	176	176	176	189
MoM %	0.0%	-3.4%	0.0%	1.1%	5.7%	1.0%	1.1%	2.1%	-3.3%	1.0%	-2.4%	0.0%	0.0%	0.7%

Hong Kong Bunker Price : IFO380 vs VLSFO \$/ton



Houston Bunker Price

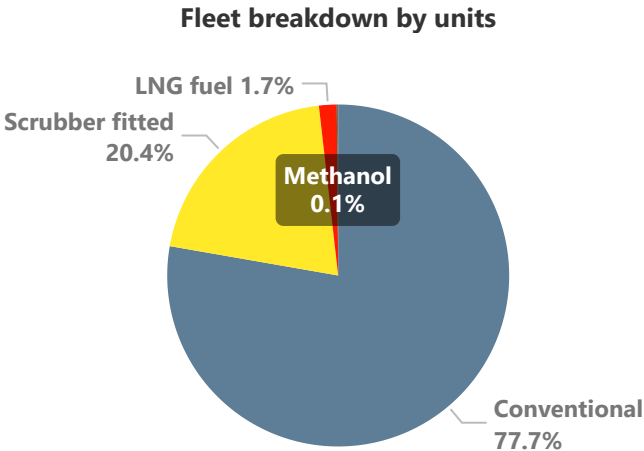
Year	Month	0.5% VLSFO	Change MoM%	Change YoY%	LSMGO	Change MoM%	Change YoY%	IFO380	Change MoM%	Change YoY%
2024	January	\$593	▲ 6%	-2%	\$846	▲ 11%	-15%	\$477	▼ -3%	16%
2024	February	\$617	▲ 4%	-2%	\$864	▲ 2%	-3%	\$459	▼ -4%	11%
2024	March	\$651	▲ 6%	8%	\$836	▼ -3%	0%	\$480	▲ 4%	15%
2024	April	\$674	▲ 3%	12%	\$845	▲ 1%	8%	\$512	▲ 7%	12%
2024	May	\$605	▼ -10%	14%	\$778	▼ -8%	11%	\$507	▼ -1%	22%
2024	June	\$588	▼ -3%	12%	\$763	▼ -2%	6%	\$505	▼ -0%	15%
2024	July	\$620	▲ 5%	12%	\$804	▲ 5%	4%	\$510	▲ 1%	6%
2023	January	\$606	▲ 8%	-3%	\$991	▲ 11%	26%	\$411	▲ 3%	-19%
2023	February	\$626	▲ 3%	-12%	\$895	▼ -10%	3%	\$413	▲ 0%	-26%
2023	March	\$600	▼ -4%	-34%	\$834	▼ -7%	-31%	\$417	▲ 1%	-42%
2023	April	\$600	▬ 0%	-31%	\$786	▼ -6%	-36%	\$459	▲ 10%	-34%
2023	May	\$532	▼ -11%	-40%	\$702	▼ -11%	-45%	\$415	▼ -9%	-42%
2023	June	\$527	▼ -1%	-43%	\$722	▲ 3%	-45%	\$440	▲ 6%	-38%

Houston Bunker Price : IFO380 vs VLSFO \$/ton



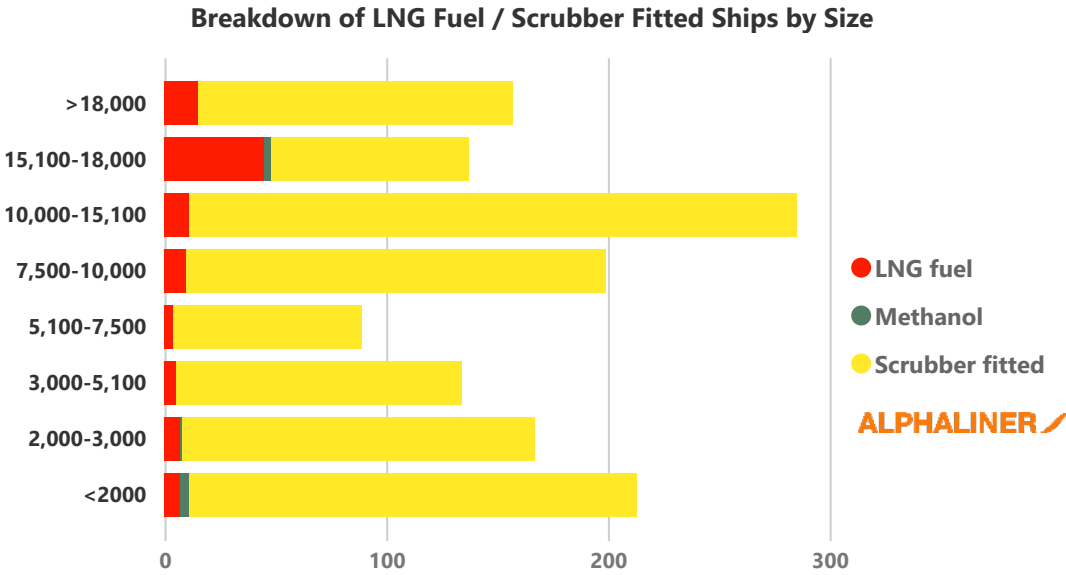
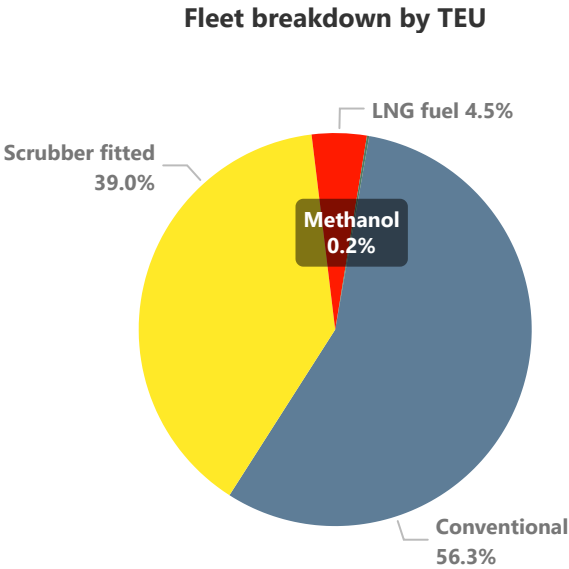
LNG Fuel and Scrubber Watch - Fleet Breakdown

Units Breakdown	Existing Units	% of all	Units On Order
Scrubber fitted	1,269	20.4%	145
>10,000	505	8.1%	78
5,100-10,000	274	4.4%	23
3,000-5,100	129	2.1%	20
<3,000	361	5.8%	24
Methanol	8	0.1%	160
>10,000	3	0.0%	92
5,100-10,000			35
<3,000	5	0.1%	33
LNG fuel	104	1.7%	172
>10,000	71	1.1%	104
5,100-10,000	14	0.2%	45
3,000-5,100	5	0.1%	11
<3,000	14	0.2%	12
Conventional	4,825	77.7%	184
TOTAL	6,206	100.0%	661



Breakdown by TEU size range	LNG fuel		Methanol		Scrubber fitted	
	Units	TEU	Units	TEU	Units	TEU
18,000-24,000	15	349,992			142	3,088,327
15,200-17,999	45	688,920	3	49,776	89	1,449,571
12,500-15,199	11	154,212			182	2,500,336
10,000-12,499					92	1,044,100
7,500-9,999	10	78,384			189	1,706,865
5,100-7,499	4	29,308			85	574,898
4,000-5,099					82	368,760
3,000-3,999	5	16,220			47	166,809
2,000-2,999	7	15,704	1	2,136	159	428,179
1,500-1,999					108	198,227
1,000-1,499	7	9,316	4	4,680	61	67,463
500-999					33	28,058
TOTAL	104	1,342,056	8	56,592	1269	11,621,593

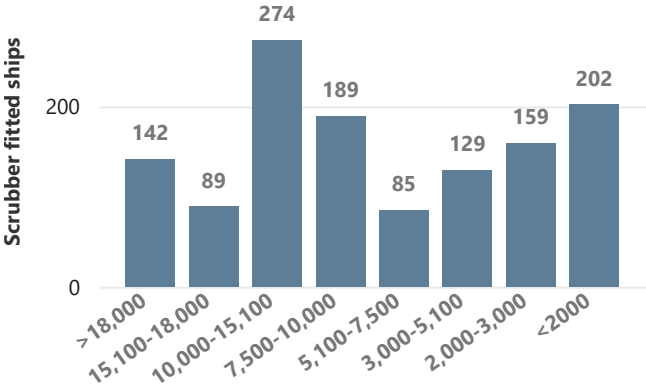
TEU Breakdown	Existing TEU	% of all	TEU On Order
Scrubber fitted	11,621,593	39.0%	1,454,792
>10,000	8,082,334	27.1%	1,152,862
5,100-10,000	2,281,763	7.7%	173,417
3,000-5,100	535,569	1.8%	76,724
<3,000	721,927	2.4%	51,789
Methanol	56,592	0.2%	1,833,188
>10,000	49,776	0.2%	1,496,048
5,100-10,000			291,860
<3,000	6,816	0.0%	45,280
LNG fuel	1,342,056	4.5%	2,077,698
>10,000	1,193,124	4.0%	1,661,136
5,100-10,000	107,692	0.4%	356,286
3,000-5,100	16,220	0.1%	39,260
<3,000	25,020	0.1%	21,016
Conventional	16,750,818	56.3%	582,547
TOTAL	29,771,059	100.0%	5,948,225



LNG Fuel container ships

Breakdown of units by TEU size range

Carrier	Units (Ships)	TEU	18,000- 24,000	15,200- 17,999	12,500- 15,199	7,500- 9,999	5,100- 7,499	3,000- 3,999	2,000- 2,999	1,000- 1,499
CMA CGM Group	48	624,264	9	17	8		4		4	6
MSC	20	305,888		18	2					
Zim	20	230,864		10		10				
Hapag-Lloyd	7	156,584	6		1					
Pasha Group	3	8,800						2	1	
Crowley Liner Services	2	4,800							2	
TOTE Maritime	2	6,200						2		
Seaboard Marine	1	1,036								1
Matson	1	3,620						1		



Scrubber Fitted container ships

Breakdown of units by TEU size range

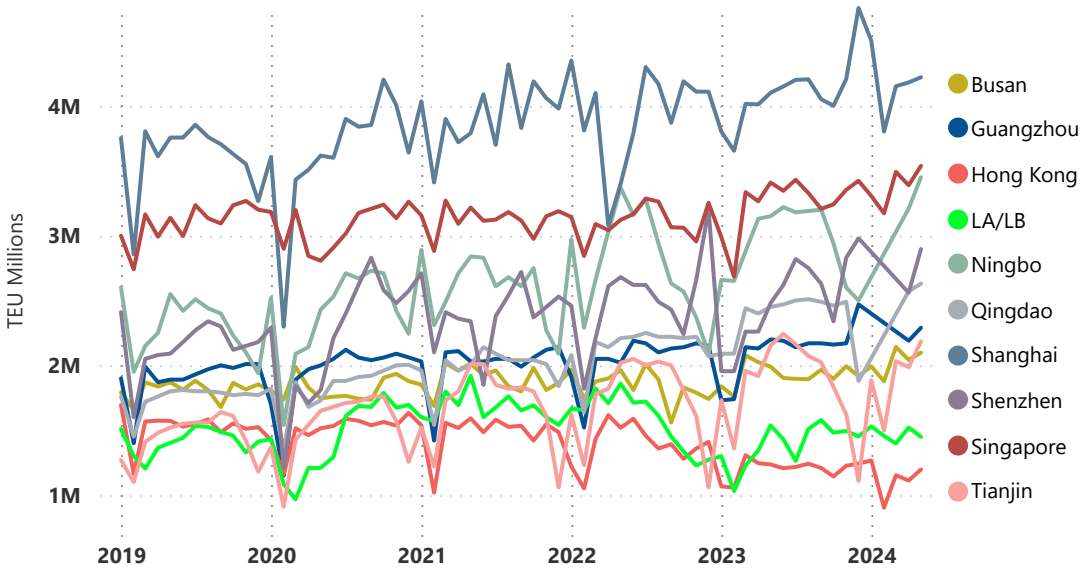
Carrier	Units (Ships)	TEU	18,000- 24,000	15,200- 17,999	12,500- 15,199	10,000- 12,499	7,500- 9,999	5,100- 7,499	4,000- 5,099	3,000- 3,999	2,000- 2,999	1,500- 1,999	1,000- 1,499	<1,000
MSC	324	3,394,666	48	26	39	14	84	20	41	18	23	2	7	2
Evergreen	165	1,457,938	22	5	11	20	28	10		3	36	30		
APM-Maersk	148	1,694,012	31	16	16	16	37	5	4	2	16	5		
CMA CGM Group	110	1,082,933	3	22	18	15	8	15	1	1	9	6	3	9
COSCO Group	64	735,210	16		15	1	6	3	16		4	1	2	
Hapag-Lloyd	61	665,221		2	33	5	12	2			4	1	2	
HMM	56	737,981	12	8	14	2	4	6	7			3		
ONE	47	683,912	10	10	14	4		8					1	
Yang Ming	45	458,674			20	8	7				10			
PIL	28	168,011			2	3		5	6	12				
KMTC	27	89,168					1	4	4		11	4	3	
Sinokor	26	41,945									5	9	12	
TS Lines	24	65,906						2	1		10	9	2	
X-Press Feeders	20	62,580						4	1	4		8	1	2
Matson	10	24,093									7	3		
Zim	9	70,176				4	2					3		
RCL (Regional Container Line)	9	18,938									5	3	1	
BG Freight	6	5,622											4	2
Del Monte Fresh Produce Co	6	7,656											6	
Namsung Shipping	6	9,060									2		2	2
Grimaldi Group (Napoli)	5	19,045								5				
UniFeeder	5	4,645											3	2
Borchard Lines	4	3,472												4
Dole Food Company Inc.	4	8,080									2	2		
Samskip	4	3,434												4
Tropical Shipping	4	4,592											4	
Turkon Line	4	7,512										4		
SITC	4	10,792									4			

Top 30 Ports

Ra nk	Port	1Q 2024 TEU	1Q 2023 TEU	Growth % 1Q 24/23	FY 2023 TEU	Growth % FY 23/22	1-3Q 2023 TEU	Growth % 1-3Q 23/22
1 (1)	Shanghai	12,456,000	11,473,000	8.6%	49,158,000	▲ 3.9%	36,195,000	3.7%
2 (2)	Singapore	9,969,752	9,009,390	10.7%	39,012,950	▲ 4.6%	28,995,670	3.5%
3 (3)	Ningbo-Zhoushan	9,141,000	8,190,000	11.6%	35,300,000	▲ 5.8%	27,260,000	3.5%
4 (4)	Shenzhen	7,170,000	6,170,000	16.2%	29,880,000	▼ -0.5%	21,730,000	-1.0%
5 (5)	Qingdao	7,369,000	6,620,000	11.3%	28,270,000	▲ 10.2%	21,440,000	11.9%
6 (6)	Guangzhou	6,010,000	5,610,000	7.1%	25,410,000	▲ 3.3%	18,610,000	2.6%
7 (7)	Busan	6,012,406	5,675,501	5.9%	23,153,509	▲ 4.9%	17,347,291	3.8%
8 (8)	Tianjin	5,414,100	5,049,200	7.2%	22,187,100	▲ 5.5%	17,621,700	6.5%
9 (9)	LA/LB	4,383,323	3,558,419	23.2%	16,648,349	▼ -12.6%	12,220,790	-19.6%
10 (12)	Dubai	3,625,000	3,501,000	3.5%	14,473,000	▲ 3.6%	10,792,000	2.9%
11 (10)	Hong Kong	3,323,000	3,432,000	-3.2%	14,401,000	▼ -13.7%	10,789,000	-14.6%
12 (14)	Port Kelang	3,457,972	3,291,337	5.1%	14,061,022	▲ 6.3%	10,360,337	4.8%
13 (11)	Rotterdam	3,289,000	3,225,000	2.0%	13,446,709	▼ -7.0%	10,201,000	-7.2%
14 (15)	Xiamen	2,852,000	2,903,300	-1.8%	12,553,700	▲ 1.1%	9,296,300	2.3%
15 (13)	Antwerp-Bruges	3,287,000	3,100,000	6.0%	12,500,000	▼ -7.2%	9,500,000	-6.9%
16 (16)	Tanjung Pelepas	2,856,238	2,328,608	22.7%	10,480,537	▼ -0.3%	7,651,599	-4.8%
17 (19)	Laem Chabang	2,304,577	2,146,144	7.4%	8,868,200	▲ 1.5%	6,529,616	-1.0%
18 (18)	Kaohsiung	2,252,093	2,111,803	6.6%	8,833,831	▼ -6.9%	6,581,307	-9.2%
19 (22)	Tanger Med				8,614,400	▲ 13.4%		
20 (20)	Ho Chi Minh City				8,314,000	▼ -1.0%		
21 (23)	Beibu Gulf	1,940,000	1,611,300	20.4%	7,911,300	▲ 12.7%	5,731,000	15.1%
22 (17)	NY/NJ	2,001,449	1,791,059	11.7%	7,810,051	▼ -17.7%	5,789,116	-21.4%
23 (21)	Hamburg	1,880,000	1,858,850	1.1%	7,755,000	▼ -6.9%	5,840,000	-7.4%
24 (26)	Mundra		4,901,000		7,231,000	▲ 11.2%	5,325,000	8.7%
25 (24)	Colombo	2,002,077	1,619,753	23.6%	6,949,912	▲ 1.3%	5,266,793	0.6%
26 (25)	Jakarta				6,750,302	■ 0.0%		
27 (27)	Nhava Sheva	1,675,268	1,599,148	4.8%	6,354,324	▲ 6.6%	4,711,294	5.4%
28 (29)	Rizhao	1,731,000	1,494,000	15.9%	6,260,000	▲ 7.9%	4,554,000	7.2%
29 (31)	Lianyungang*	1,579,000	1,460,000	8.2%	6,100,000	▲ 9.5%	4,410,000	12.5%
30 (30)	Cai Mep				5,482,800	▼ -2.0%		

*The Alphaliner rankings include estimates for ports which have not reported their full-year figures and rankings could change.

Top 10 Container Ports : Monthly Throughput

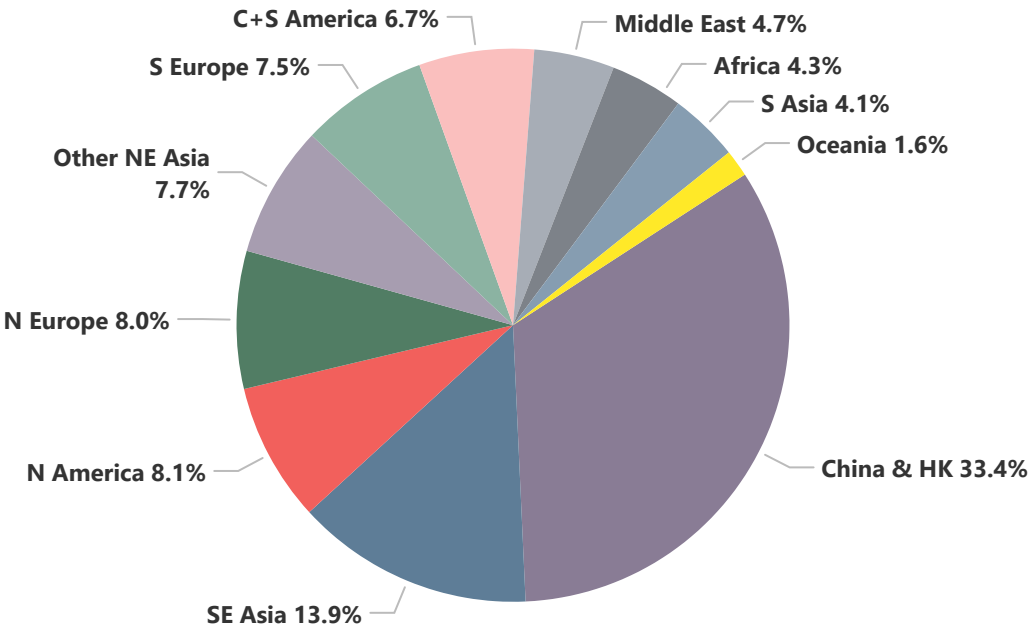
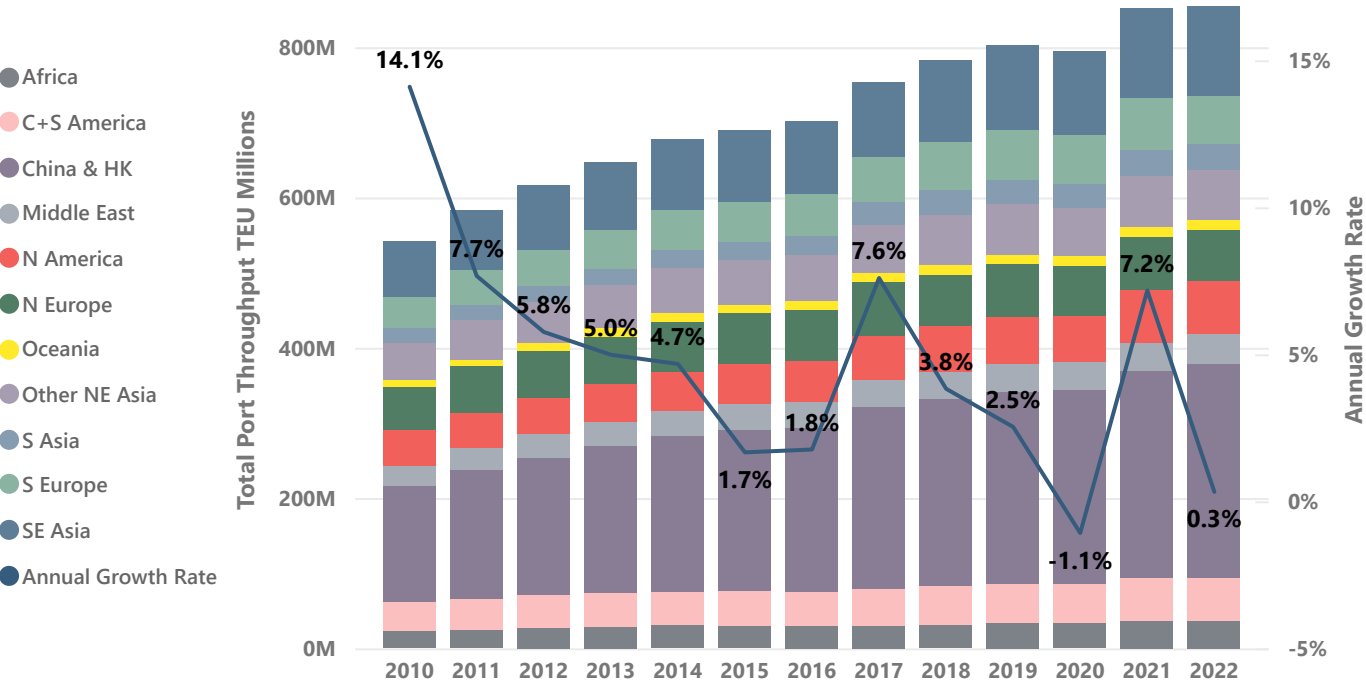


China Container Ports Watch Monthly

Port	May 2024Mteu	Apr 2024Mteu	MoM Change %	YoY Change %	Jan-May 2024	Jan-May YoY Change %
1 Shanghai	4.22	4.18	1.0%	2.9%	20.86	6.5%
2 Ningbo	3.45	3.21	7.5%	9.5%	15.80	9.2%
3 Shenzhen	2.90	2.56	13.2%	16.8%	12.63	15.7%
4 Qingdao	2.63	2.57	2.3%	7.3%	12.57	9.6%
5 Guangzhou	2.29	2.19	4.6%	4.1%	10.49	5.5%
6 Tianjin	2.18	1.99	10.0%	1.4%	9.58	5.1%
7 Xiamen	1.03	0.91	12.7%	-5.4%	4.79	-4.3%
8 Beibu Gulf	0.79	0.78	1.3%	12.9%	3.51	19.3%
9 Rizhao	0.55	0.55	0.2%	7.8%	2.83	13.0%
10 Lianyungang	0.50	0.53	-5.8%	11.1%	2.61	9.2%
Total Top 10 Ports	20.54	19.47	5.5%	6.5%	95.66	8.3%
Total Coastal Ports	25.18	23.82	5.7%	8.2%	116.54	8.7%
Total River Ports	3.63	3.49	4.0%	7.7%	16.30	9.5%
Total All China Ports	28.81	27.31	5.5%	8.1%	132.84	8.8%

Global Port Throughput

Global Container Throughput Breakdown by Region (2022)



Global port throughput includes empty container and transhipment cargo handling

Million TEU by Region	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Annual Growth 2020	Annual Growth 2021	Annual Growth 2022
China & HK	170,845,501	182,437,100	196,683,600	207,436,300	213,848,000	217,429,000	242,915,820	248,768,700	255,930,000	258,433,000	274,717,700	285,563,000	1.0%	6.3%	3.9%
Other NE Asia	52,003,999	55,122,100	58,013,700	60,605,600	60,107,196	61,557,000	64,289,300	67,621,092	67,534,726	64,997,026	67,593,826	65,707,400	-3.8%	4.0%	-2.8%
SE Asia	79,432,291	85,515,673	89,656,179	93,466,000	94,667,053	96,727,535	99,695,564	108,467,438	112,671,959	111,040,207	119,105,422	118,808,321	-1.4%	7.3%	-0.2%
Middle East	28,897,857	31,380,963	31,982,548	33,292,593	35,116,111	35,045,705	35,524,081	35,704,219	36,747,045	37,336,707	38,503,947	40,123,125	1.6%	3.1%	4.2%
S Asia	20,881,542	20,332,300	20,954,815	22,802,056	24,057,150	25,265,470	30,599,340	32,561,462	32,517,035	31,759,200	35,181,805	34,660,984	-2.3%	10.8%	-1.5%
N Europe	61,779,618	62,508,714	63,320,668	67,138,622	66,549,381	68,059,054	71,483,137	68,204,707	69,749,286	66,876,022	71,305,982	68,677,873	-4.1%	6.6%	-3.7%
S Europe	46,137,320	48,810,611	52,677,802	54,494,989	52,599,332	55,285,199	59,975,339	64,348,026	66,089,073	64,703,397	68,012,682	63,803,013	-2.1%	5.1%	-6.2%
N America	47,323,912	48,667,747	49,599,711	51,676,154	53,697,609	54,192,267	58,533,782	61,246,478	62,711,456	60,765,345	69,331,089	69,224,823	-3.1%	14.1%	-0.2%
C+S America	41,411,266	44,185,606	44,892,470	45,208,060	46,425,778	46,198,460	48,976,654	51,785,701	52,164,300	51,281,884	57,709,378	57,449,757	-1.7%	12.5%	-0.4%
Africa	25,156,678	27,165,881	28,665,883	30,294,407	30,349,848	29,630,724	29,994,988	31,529,096	33,934,572	34,419,197	36,529,007	36,485,162	1.4%	6.1%	-0.1%
Oceania	9,117,476	10,439,602	10,858,138	11,135,766	11,420,002	11,583,104	12,219,828	12,840,204	12,840,067	12,623,526	13,205,864	13,435,097	-1.7%	4.6%	1.7%
Total	582,987,460	616,566,297	647,305,514	677,550,547	688,837,460	700,973,518	754,207,833	783,077,123	802,889,519	794,235,511	851,196,702	853,938,555	-1.1%	7.2%	0.3%

Maersk Group incl. Ocean/Logistics/Terminals/Manufacturing

Zim

HMM (container segment only, excl. terminals. Gross, Net Profit for Group)

Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24	Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24	Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24
Revenue US\$ m	14,207	12,988	12,129	11,741	51,065	12,355	Revenue US\$ m	1,374	1,310	1,273	1,205	5,162	1,562	Revenue KRW Bn	1,752	1,782	1,743	1,688	6,965	1,936
EBITDA	3,969	2,905	1,878	839	9,591	1,590	EBITDA	373	275	211	190	1,049	427	Gross Profit	401	242	168	164	975	503
EBITDA Margin %	27.9%	22.4%	15.5%	7.1%	18.8%	12.9%	EBITDA Margin %	27.1%	21.0%	16.6%	15.8%	20.3%	27.3%	Gr. Profit Margin %	22.9%	13.6%	9.6%	9.7%	14.0%	26.0%
EBIT	2,326	1,607	538	-537	3,934	177	Core EBIT	-14	-147	-213	-49	-422	167	Core EBIT	229	134	21	12	396	350
EBIT Margin %	16.4%	12.4%	4.4%	-4.6%	7.7%	1.4%	Core EBIT Margin %	-1.0%	-11.2%	-16.7%	-4.1%	-8.2%	10.7%	Core EBIT Margin %	13.1%	7.5%	1.2%	0.7%	5.7%	18.1%
Net Profit	2,323	1,487	554	-456	3,908	208	Net Profit	-58	-213	-2,270	-147	-2,688	92	Net Profit	285	325	95	301	1,006	485
Avg TEU Oper.'000	See Maersk OCEAN incl. Container shipping/Transship Hubs/Bunker						Avg TEU Oper.'000	539	581	596	579	574	647	Ave. TEU Oper. '000	816	811	791	788	802	784
Liftings in '000 TEU							Liftings in '000 TEU	769	860	867	786	3,281	846	Liftings in '000 TEU	860	960	1,020	940	3,780	893
Ave. rate (\$/TEU)							Ave. rate (\$/TEU)	1,390	1,193	1,139	1,102	1,203	1,452	Ave. rate (\$/TEU)	1,061	983	946	913	976	1,350

Maersk OCEAN incl. Container shipping/Transship Hubs/Bunker

Evergreen Marine Corp.*

ONE (Operating since April 2018 - calendar year)

Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24	Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24	Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24
Revenue US\$ m	9,873	8,703	7,897	7,180	33,653	8,009	Revenue TWD m	66,826	67,385	72,812	69,692	276,715	88,639	Revenue US\$ m	4,642	3,765	3,549	3,357	15,313	3,864
EBITDA	3,352	2,259	1,133	196	6,940	956	EBITDA	19,705	20,044	19,124	14,077	72,950	25,121	EBITDA	1,558	770	496	170	2,994	668
EBITDA Margin %	34.0%	26.0%	14.3%	2.7%	20.6%	11.9%	EBITDA Margin %	29.5%	29.7%	26.3%	20.2%	26.4%	28.3%	EBITDA Margin %	33.6%	20.5%	14.0%	5.1%	19.6%	17.3%
EBIT	1,969	1,205	-27	-920	2,227	-161	Core EBIT	12,169	12,061	9,978	4,878	39,086	15,654	Core EBIT	1,184	386	58	-248	1,380	223
EBIT Margin %	19.9%	13.8%	-0.3%	-12.8%	6.6%	-2.0%	Core EBIT Margin %	18.2%	17.9%	13.7%	7.0%	14.1%	17.7%	Core EBIT Margin %	25.5%	10.3%	1.6%	-7.4%	9.0%	5.8%
Avg TEU Oper.'000	4,215	4,158	4,146	4,135	4,164	4,187	Net Profit	5,043	5,092	21,909	3,293	35,337	17,382	Net Profit	1,210	513	187	-83	1,827	356
Liftings in '000 TEU	5,448	5,812	6,332	6,216	23,808	5,856	Avg TEU Oper.'000	1,663	1,664	1,674	1,656	1,664	1,645	Avg TEU Oper.'000	1,531	1,549	1,665	1,708	1,613	1,806
Ave. rate (\$/TEU)	1,436	1,222	1,048	963	1,157	1,184	Liftings in '000 TEU	1,840	2,170	2,500	2,540	9,050	2,530	Liftings in '000 TEU	2,596	2,825	3,087	3,105	11,613	3,002
							Ave. rate (\$/TEU)	1,032	883	842	777	884	1,027	Ave. rate (\$/TEU)	1,788	1,333	1,150	1,081	1,319	1,287

CMA CGM (Shipping activities only, Net Profit for Group from Q121)

Yang Ming*

COSCO Grp (incl OOCL from 7 Aug 2018, excl terminals)

Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24	Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24	Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24
Revenue US\$ m	8,870	8,352	7,569	6,599	31,390	7,858	Revenue TWD m	36,953	35,046	35,901	32,723	140,623	43,801	Revenue RMB m	45,701	42,586	40,953	35,000	168,125	46,533
EBITDA	3,048	2,187	1,592	630	7,400	1,950	EBITDA	6,717	6,801	4,020	1,787	19,325	12,902	Gross Profit	10,196	n.a.	n.a.	n.a.	n.a.	n.a.
EBITDA Margin %	34.4%	26.2%	21.0%	9.5%	23.6%	24.8%	EBITDA Margin %	18.2%	19.4%	11.2%	5.5%	13.7%	29.5%	Gr. Profit Margin%	22.31%	n.a.	n.a.	n.a.	n.a.	n.a.
Core EBIT	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	Core EBIT	1,543	1,619	-1,106	-3,259	-1,203	7,888	EBIT	9,288	11,487	6,471	1,591	28,837	8,170
Core EBIT Margin %	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	Core EBIT Margin %	4.2%	4.6%	-3.1%	-10.0%	-0.9%	18.0%	EBIT Margin %	20.3%	27.0%	15.8%	4.5%	17.2%	17.6%
Net Profit	2,011	1,331	388	-90	3,640	785	Net Profit	3,401	-130	2,806	-1,303	4,774	9,379	Net Profit	7,586	9,194	4,784	851	22,415	6,278
Avg TEU Oper.'000	3,395	3,442	3,498	3,513	3,462	3,607	Avg TEU Oper.'000	706	706	706	707	706	707	Avg TEU Oper.'000	2,869	2,899	2,942	3,031	2,935	3,085
Liftings in '000 TEU	5,020	5,600	5,720	5,510	21,850	5,610	Liftings in '000 TEU	1,040	1,190	1,230	1,250	4,710	1,100	Liftings	5,453	5,942	6,061	6,099	23,555	6,027
Ave. rate (\$/TEU)	1,767	1,491	1,322	1,170	1,437	1,400	Ave. rate (\$/TEU)	1,007	822	784	744	839	922	Ave. rate (\$/TEU)	1,126	935	864	n.a.	n.a.	n.a.

Hapag-Lloyd (Liner shg segment only, excl. terminals. Net profit for Group)*

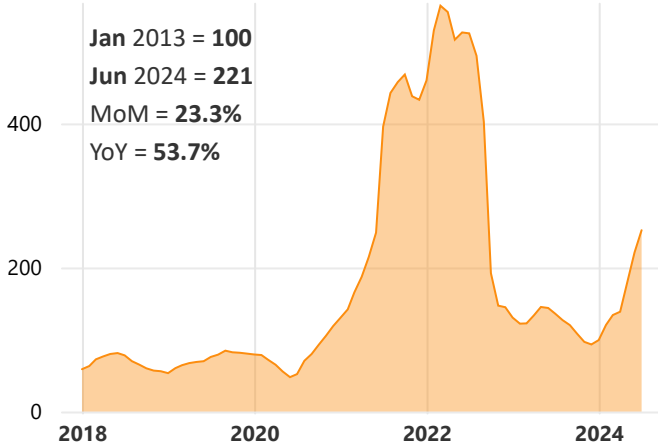
Wan Hai*

OOCL: included in COSCO Shg from 7 Aug 2018

Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24	Currency ▲	1Q23	2Q23	3Q23	4Q23	FY 2023	1Q24	Currency ▲	FY 2022	2Q23	3Q23	4Q23	FY 2023	1Q24
Revenue US\$ m	6,023	4,814	4,393	3,980	19,210	4,527	Revenue TWD m	25,557	24,470	25,047	25,146	100,220	27,618	Revenue US\$ m	19,820			3,803	8,344	
EBITDA	2,359	1,391	731	294	4,775	906	EBITDA	1,821	2,719	3,393	2,505	10,438	6,184	EBITDA	10,950			687	2,257	
EBITDA Margin %	39.2%	28.9%	16.6%	7.4%	24.9%	20.0%	EBITDA Margin %	7.1%	11.1%	13.5%	10.0%	10.4%	22.4%	EBITDA Margin %	55.2%			18.1%	27.0%	
Core EBIT	1,855	881	224	-243	2,717	378	Core EBIT	-3349	-1,936	-926	-1,515	-7,726	2,229	Core EBIT	10,089			269	1,409	
Core EBIT Margin %	30.8%	18.3%	5.1%	-6.1%	14.1%	8.3%	Core EBIT Margin %	-13.1%	-7.9%	-3.7%	-6.0%	-7.7%	8.1%	Core EBIT Margin %	50.9%			7.1%	16.9%	
Net Profit	2,031	1,102	293	-234	3,191	325	Net Profit	-2118	-2,340	2,539	-3,877	-5,796	4,623	Net Profit	9,966			239	1,368	
Avg TEU Oper.'000	1,791	1,801	1,868	1,952	1,853	1,991	Avg TEU Oper.'000	435	457	446	463	447	480	Avg TEU Oper.'000	747				965	
Liftings in '000 TEU	2,842	2,965	3,110	2,990	11,907	3,037	Liftings in '000 TEU	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	Liftings in '000 TEU	7,129	1,862	1,865	1,872	7,338	1,797
Ave. rate (\$/TEU)	1,999	1,533	1,312	1,190	1,500	1,359	Ave. rate (\$/TEU)	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	Ave. rate (\$/TEU)	2,619	1,063	943	866	1,027	1,101

* Hapag-Lloyd: as from 1Q23 results restated in USD and for Liner Shipping segment only; EMC, Yang Ming, Wan Hai: from 1/1/2024 minority interests no longer included in EBIT margin

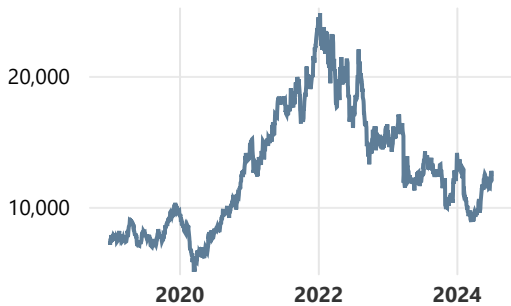
Alphaliner Charter Rate



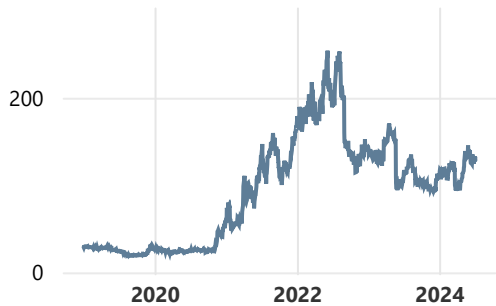
Carriers' Share Price and Liner Equities Index

	Maersk B	Hapag-Lloyd	HMM	OOIL	CS. Holdings	SITC	EMC	YM	WHL	NYK	MOL	KL	ZIM	Matson	RCL
Ticker	MAERSKB:CO	HLAG.DE	011200.KS	0316.HK	1919.HK	1308.HK	2603.TT	2609.TT	2615.TT	9101.JP	9104.JP	9107.JP	ZIM:US	MATX:US	RCL:TB
Currency	DKK	€	KRW	HKD	HKD	HKD	TWD	TWD	TWD	JPY	JPY	JPY	US\$	US\$	THB
Share Price (12 Jul 2024)	10,890	149.00	17,560	115.00	11.50	19.00	173.50	64.00	76.40	4,663	4,843	3,411	17.05	124.80	25.25
Share Price (13 Jul 2023)	13,350	225.00	19,250	112.00	7.8	15.34	95.90	44.00	49.30	3,297	3,537	1,271	12.78	79.25	23.80
52 week change	-18%	-34%	-9%	3%	47%	24%	81%	45%	55%	41%	37%	168%	33%	57%	6%
52 week low	8,412	103.40	13,620	91.70	6.85	10.88	96.20	41.10	42.70	3,299	3,533	1,282	6.39	77.92	16.20
52 week high	14,430	235.00	23,250	146.20	15.14	22.75	229.50	86.00	102.00	5,236	5,511	2,796	23.82	133.53	31.75
Market Cap (Local \$ M)	169,972	26,188	13,153,000	76,801	232,608	51,190	373,273	223,494	214,390	2,177,000	1,789,000	1,630,000	2,051	4,264	20,926
Market Cap (US\$ M)	24,846	28,561	9,564	9,837	29,794	6,557	11,474	6,869	6,589	13,791	11,333	10,326	2,051	4,264	579
Price-to-Book (mrq)	0.49	1.41	0.57	0.88	1.07	3.42	0.80	0.78	0.98	0.82	0.76	1.06	0.85	1.741.82	0.45
P/E Ratio (ttm)	14.96	20.48	11.83	7.19	9.22	12.34	7.98	21.14	n.a.	9.51	6.84	16.07	-0.84	14.47	17.59

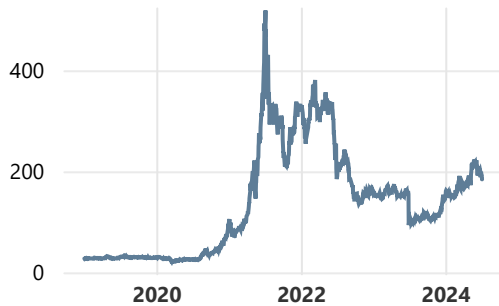
Maersk B (DKK)



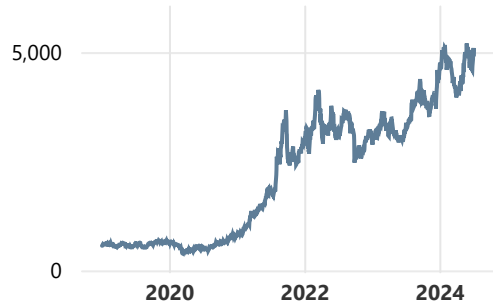
OOIL (HKD)



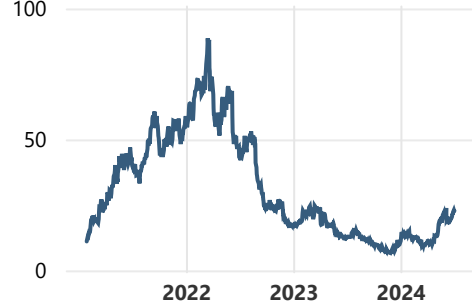
EMC (TWD)



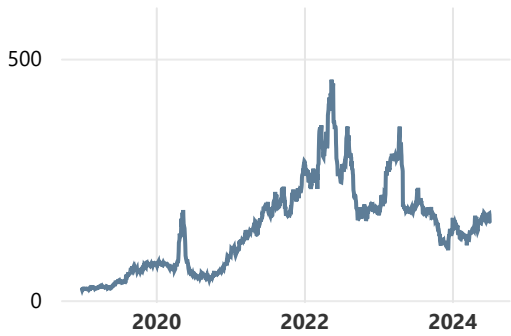
NYK (JPY)



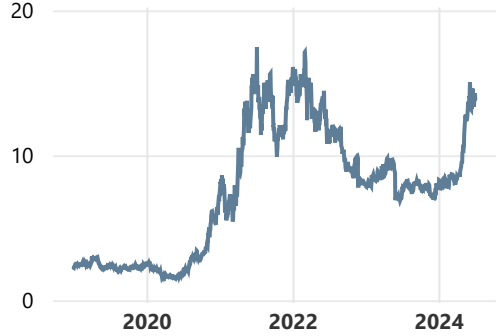
ZIM (US\$)



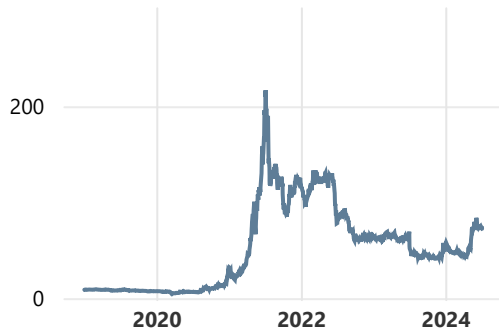
Hapag-Lloyd (€)



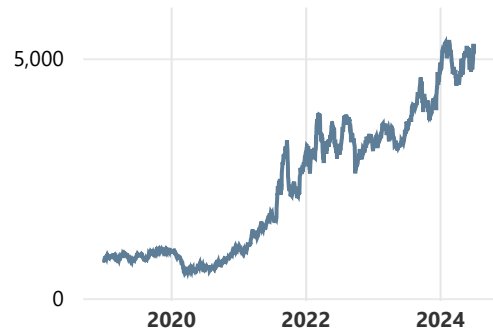
COSCO Shg. Holdings (HKD)



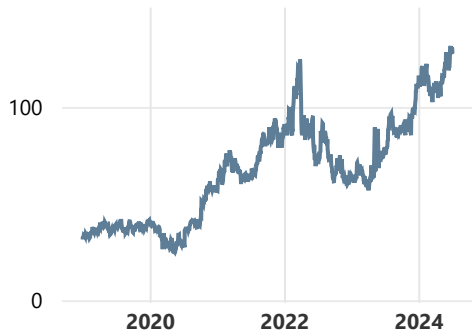
YM (TWD)



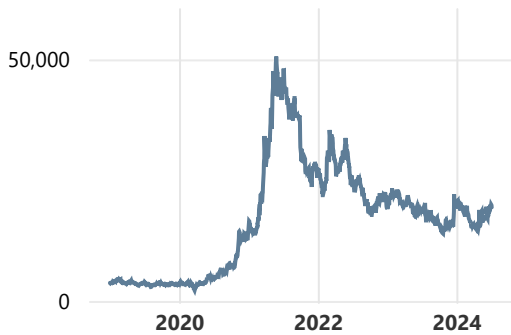
MOL (JPY)



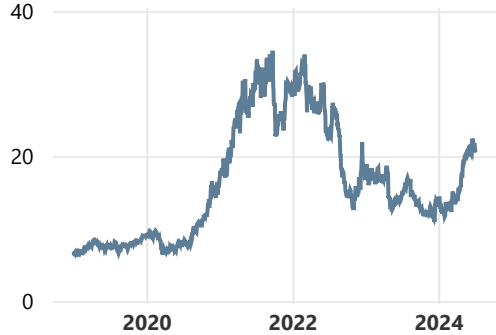
Matson (US\$)



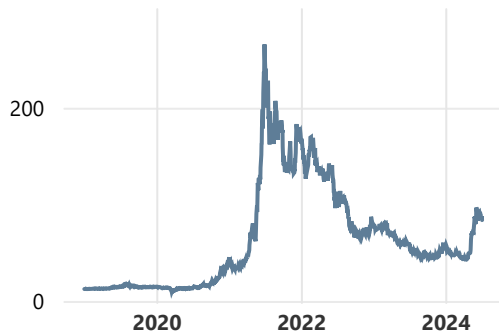
HMM (KRW)



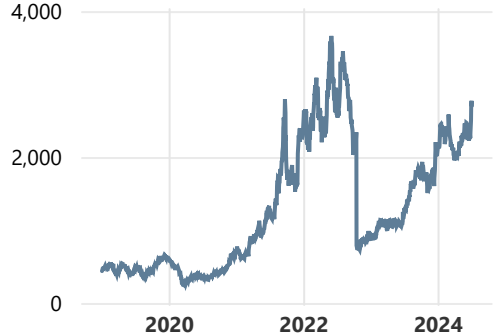
SITC (HKD)



WHL (TWD)



KL (JPY)



RCL (THB)

