

SUNDAY SPOTLIGHT 19 JUNE 2011

SEAINTEL MARITIME ANALYSIS

LARGE NVOCCS MORE VOLATILE THAN CARRIERS

Volume developments more volatile than for large carriers, but some are also gaining share

SeaIntel Sunday Spotlight previously described how the largest NVOCCs are significant players in controlling global container volume. This week we will make a more in-depth analysis of the container volume carried by the major NVOCCs' through recent years.

We will focus on the growth rate for eight NVOCCs in the 2006-2010 period and compare them

with six Top20 carriers. This covers a full business cycle from the highs before the financial crisis, through the low

points of the market in 2009 and back to the peak in 2010. The six carriers are: Maersk Line, MSC, APL, OOCL, CSAV and Hanjin. We have chosen these six carriers, because they have published their annual carried volume since

Many of the major NVOCCs such as DAMCO, Agility, C. H. Robinson, UPS and CEVA Logistics, do not publish the how many containers they have carried since 2006. Some of them have published the numbers for the last two years, but that is insufficient for a longer term trend analysis.

Therefore, we focus on the major NVOCCs who have published

their carried volumes since 2006 onwards.

These NVOCCs are: Sinotrans,

Kuehne&Nagel, DHL, DB Schenker, Panalpina, Expeditors, Phoenix International and Hellmann Logistics.

One of our findings is that NVOCCs volume is far more

BENCHMARKING TOP-20 CARRIER ENVIRONMENTAL PERFORMANCE

The focus on environmental performance has increased steadily over the past decade. The sheer magnitude of global shipping means that the industry is closely watched for improvements being made. Even though many – but not all - carriers are expending significant amounts of money end efforts on improving their performance, a benchmark across the carriers have thus far not been possible. With the new Carrier Environmental Index from SeaIntel Maritime Analysis, this is now finally possible. With this new benchmark, carriers can compare themselves to their peers, and shippers have another tool at their disposal when

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