

SeaIntel Sunday Spotlight

November 2, 2014 – Issue 185

Executive Summary

Transpacific Slack Season Adjustments

We analyse the capacity reductions in the Transpacific trade lane for the coming 10 weeks and compare with the reduction we saw last year and find that the carriers need to blank another 22-23 sailings in Asia-USWC, if they wish to reach the same amount of capacity reduction as last year.

Time at sea versus time at port

There is an old saying in the shipping industry: "A ship makes it money at sea, not in port". We therefore take a closer look at the time vessels on Asia-Europe spend in port versus at sea, and find that vessels currently spend more of their roundtrip time in port than they did in 2012 and 2013.

Lower BAF impacts Asia-Europe rate

Declining bunker prices is reflected in lower BAF components on the Asia-Europe trade, accounting for part of the rate decline in the trade.

Content

Editorial: GRI success despite weak market	Page 2
Transpacific Slack Season Adjustments	Page 3
Time at sea versus time at port	Page 7
Lower BAF impacts Asia-Europe rate	Page 11
Carrier Service Changes	Page 14
Carrier Rate Announcements	Page 15
SeaIntel products	Page 17

Weekly Indicators –

27 Oct – 2 Nov 2014

Global Schedule reliability

September 2014: 73.1%

Aug 2014: 71.0%
Sep 2013: 81.0%

COSCO Pacific

2014-Q3 handled containers

17.6m TEU
+9% Y/Y

DP World

2014-Q3 handled containers

15.44m TEU
+8.9% Y/Y

APL

This file is a preview provided by SeaIntel.com for users who are not subscribers.
Click on the link to view subscription options for SeaIntel Sunday Spotlight.
http://seaintel.com/index.php?option=com_virtuemart&view=productdetails&virtuemart_product_id=5