

SeaIntel Sunday Spotlight

March 1, 2015 – Issue 200

Executive Summary

Who manages USWC congestion best?

We take a closer look at the impact of USWC congestion on schedule reliability in December and January, and find that Matson still managed to be 100% punctual in the first port following a USWC port, while the rest of the carriers struggled to keep up their performance, but some more than others.

Carrier 2014 financial results

We analyse the published carrier 2014 results and find that cost-saving initiatives improved profitability, but carriers need to maintain focus on costs to remain in or return to the black. Maersk Line seem to maintain cost leadership.

Should carriers speed up again?

Given the sharp fall in bunker prices over the last seven months, we analyse the economics of the carriers abandoning super-slow steaming. We find that on some of the services there could be savings in speeding up, but the fuel price outlook is probably too uncertain for most of the carriers to speed up now.

Industry has 6.8Bn\$ hidden value pool

Improvements in cost reductions and efficiencies could improve the industry profitability by billions.

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Weekly Indicators –

23 Feb - 1 Mar 2015

COSCO Pacific (Terminals)

Jan 2015 container throughput

5.9M TEU
+6% Y/Y

Maersk Line

FY 2014 Net profit

2.341 Bn USD
+55% Y/Y

Kuehne + Nagel

FY 2014 container volumes

3.8M TEU
+7% Y/Y

Matson

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