

## SeaIntel Sunday Spotlight

March 22, 2015 – Issue 203

### Executive Summary Direct port-pair stability

We introduce a new measure of carrier product stability, specifically the stability of carrier port-pairs offered. We find that a shipper on Asia-ECSA is much more likely to be able to find the same direct port-pair combination offered by carriers a year later, compared to a shipper on North Europe-ECSA.

### Consequences of Hong Kong ECA Zone

We analyse the possible consequences of a new ECA zone in Hong Kong and find that more than 180 services and 770 vessels, that currently do not call the ECA-zones in Europe and North America, will now for the first time be required to use low-sulphur bunker oil.

### Rate erosion intensifying

We analyse the long-term trends in freight rate erosion, and find that it is increasing in all deep-sea trades out of Asia, with Africa being the only exception. The increase in freight rate erosion on Asia-Europe means that we should expect GRIs of 800-1000 USD/TEU every two months.

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### Weekly Indicators

16 - 22 Mar 2015

#### DP World

FY 2014  
container  
volumes

28.34M TEU  
+8.7% Y/Y

#### Port of Charleston

Feb 2015  
container  
volumes

152,925 TEU  
+18% Y/Y

#### Port of Hong Kong

Feb 2015  
container  
throughput

1.43M TEU  
-3.7% Y/Y

#### Port of Oakland

Feb 2015  
container  
throughput

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