



PACIFIC ENVIRONMENTAL CHOICES

A large average shipper could cut CO2 emissions by 45%.

How big is the difference, if you as a small shipper on the transpacific use the service with the lowest CO2 emission compared with the one with highest, on a yearly basis? And how does it look for a large shipper? SeaIntel Maritime Analysis has decided to investigate these questions through the use of the online CO2 calculators, which are available on the carrier's websites.

During the past months, several carriers have launched online CO2 calculators. We are currently aware of nine online CO2 calculators provided by the carriers. These are Hanjin, COSCO, Hyundai, OOCL Hapag Lloyd, Hamburg Süd, NYK, STX Pan Ocean and Unifeeder. As we analyze the transpacific trade, three of these carriers are not relevant in this context, as they do not provide Transpacific services. These three carriers are Hamburg Süd, STX Pan Ocean and Unifeeder.

We are aware, that other carriers offer individual customers the possibility to calculate individual carbon footprints, without having an online CO2 calculator. We have chosen not to ask for such individual calculations, as the absence of an open, generally available, CO2 calculator makes such benchmarking less than unbiased. We are aware, that such individual calculations could take customer specific aspects into account -

Big vessel impact

The past few weeks provided the market with a good illustration of the impact of the megavessels being delivered. CMA CGM and Maersk Line removed 2 services from the Asia-Europe trade, and the effect was clear. Carriers got most of the rate increases. This week we look at Hanjin's phase-in of just 3 new large vessels. The numbers are simple to run. Phasing in just the 3 vessels will negate 9.2% of the capacity reduction from CMA CGM and Maersk Line. And the market will see delivery of 55 such vessels in 2012.

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