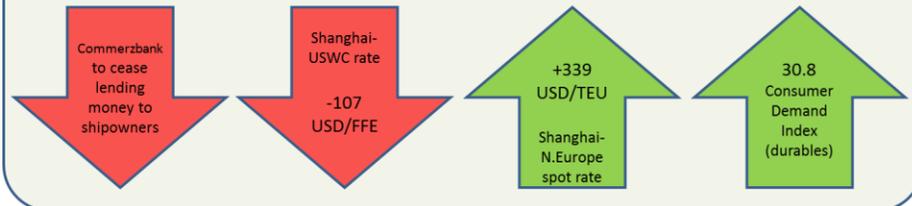


Indicators from the week 25 June – 1 July 2012



Global and trade lane reliability across 52 carriers. New measurements for **performance in May 2012.**

See page 16 for details.

## SLOWSTEAMING IMPACT ON CONTAINER EQUIPMENT

Recent acceptance closure an effect of slowsteaming.  
Backhaul shippers should prepare for more.

Two weeks ago the SeaIntel Sunday Spotlight analyzed the impact of super-slow-steaming seen vis-à-vis carriers' savings on bunker costs and shippers' added inventory carrying costs. This week we take a closer look at the impact on equipment flows.

The inspiration for this article came from a number of contacts who, independently of each other, were querying us as to the reason for MSC's sudden stop for booking acceptance from Europe to Asia on the grounds that vessels were full. The Europe to Asia trade is the backhaul of an imbalanced trade – how can this be full?

MSC's action seemed very similar to the action taken earlier in the year by Maersk Line, also on the Europe to Asia backhaul. An action, which at the time appeared to puzzle market participants, and resulted in better volumes for a few weeks to Maersk Line's competitors. Until now we have not seen any truly credible models explaining that behavior either.

Had it only been Maersk Line earlier in the year, the explanation could be as simple as Maersk Line having misjudged own equipment flows, and

### Peak?

Carriers are now seen to be relatively successful in implementing the Peak Season Surcharges in the Asia-Europe trade, with spot rates increasing 339 USD/TEU to North Europe. This certainly signals the re-emergence of the carrier discipline seen in the beginning of 2012. However, at SeaIntel we are prone to be semantic nitpickers and therefore we are at a loss as to which "peak" this refers to, given the poor financial health in Europe. What happened to the old-fashioned concept that the freight rate itself had to be profitable?

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