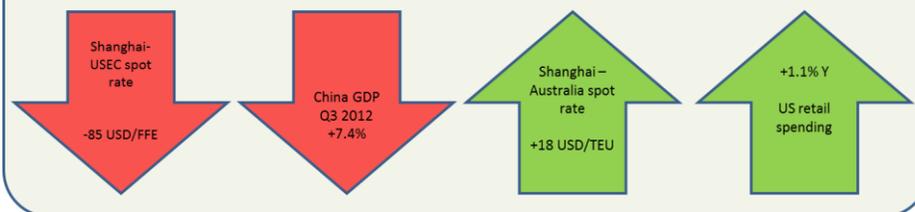


SUNDAY SPOTLIGHT

21 OCTOBER 2012, ISSUE 83

SEAINTEL MARITIME ANALYSIS

Indicators from the week 15 Oct. – 21 Oct. 2012



Reliability from global vessels to the container at the country level:

Performance in Aug. 2012.

See page 16 for details.

GLOBAL VOLUME DEVELOPMENTS

The Australian continent is the only exception to a global market approaching zero growth in FY 2012

That an economic downturn is plaguing the global markets is certainly not a new discovery – and neither is the fact that this downturn is having a marked impact on the global containerized cargo volumes.

In recent months, much attention has been levied on the Asia-Europe trade. This is because the Asia-Europe trade is pivotal in understanding how the industry might absorb the stream of super-post-panamax vessels being delivered. As such, weakness in this trade will rapidly manifest itself as a combination of a more rapid cascading process of vessels into other trades.

However, the Asia-Europe headhaul trade only accounts for approximately 10% of global container volumes and as such, the development of other trades is certainly of interest as well, and in this analysis we will take a closer look at all continents – and we find a very bleak development indeed.

As a side note, it should also be noted that whilst the Asia-Europe headhaul trade “only” accounts for 10% of global container volume measured in TEU, this changes significantly if we calculate on the basis of

Is it that bad?

Readers of the Sunday Spotlight this week might find themselves wondering whether the market is really that bad – or whether it is all just too alarmist. In this context it must be noted, that the data on market demand are factual developments already seen – not forecasts. The slew of 10,000+ TEU vessels which are still being delivered are also factual. It would therefore appear that – yes – it is really that bad. Carriers' key to this market lies clearly in capacity management. They might hope for better demand – but such hope is beyond their control, and the latest IMF economic outlook only provides limited hope.

Content

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- 9...Price war details

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