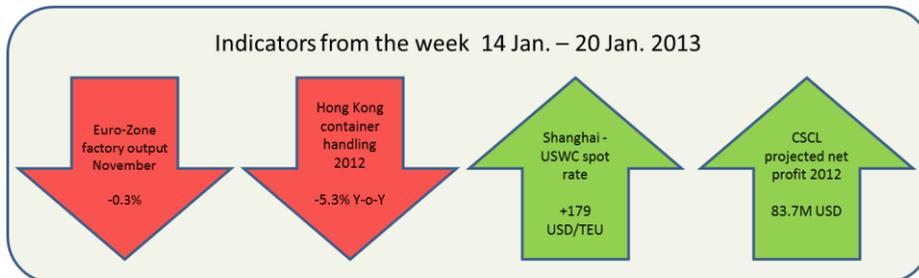


SUNDAY SPOTLIGHT

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SEAINTEL MARITIME ANALYSIS



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COLLUSION OR COMMON SENSE?

What might to some appear as collusion on Asia-Europe might just as well be the application of common sense

Back in May 2011, many of the top container lines were subject to dawn raids carried out by EU competition officials. Altogether, a dozen of the world's largest container carriers had a visit from the EU competition officials, as Brussels investigated suspected infringements of European antitrust rules. The 12 container carriers were: Maersk Line, MSC, CMA CGM, COSCO, Evergreen, Hapag Lloyd, APL, Hanjin, OOCL, Hamburg Süd, MOL and NYK.

At that point the European Commission stated that it took the initiative to investigate the container carriers, on the grounds that they had reason to believe that the carriers may have breached EU cartel or monopoly-abuse rules. This included conspiring to fix prices and/or capacity on major shipping routes. In November 2012 the EU Commission informed that the investigation was still ongoing and it would announce their conclusions, when the investigation was terminated – but no information as to when this might be.

Then at the end of 2012, the European Shippers Council (ESC) encouraged the European Commission (EC) to once again investigate the “apparently coordinated moves” by the container carriers in cancelling previously advertised voyages, seeking to arrest the fall in rates and shore up the

Regularity?

Reliability measurements in our industry tend to revolve around the timely arrival of a particular vessel – or in more sophisticated cases concerning the timely delivery of the actual container. However, the often over-looked aspect of reliability is **regularity**. Is a weekly service really weekly? As we have analyzed this week, that is no longer the case for Asia-Europe. Carriers provide increasingly reliable services – but on average they cancel 2 out of every 13 sailings. For a shipper with a weekly need, this aspect might be much more important than whether or not the carrier tends to arrive a day late.

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