

# Global Market Outlook Container Fleet

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# Container Fleet Size

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## Key drivers:

- Cargo volumes from export locations
- Trade imbalances
- Logistics efficiencies
- Transit times

# Fleet Size Management

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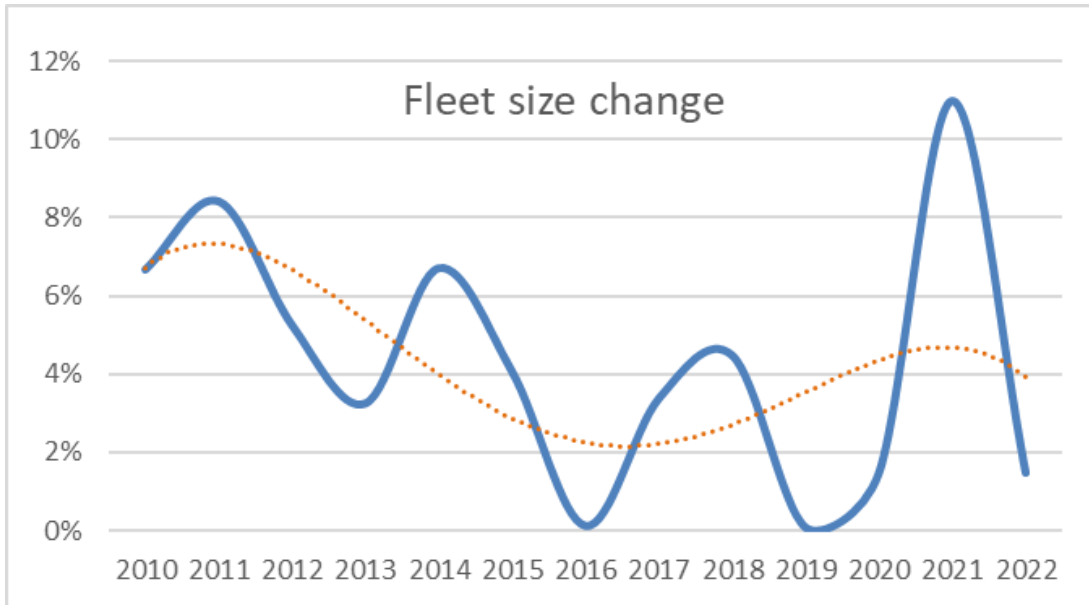
## Key tools:

- Container retirements
- New container purchases

## Others:

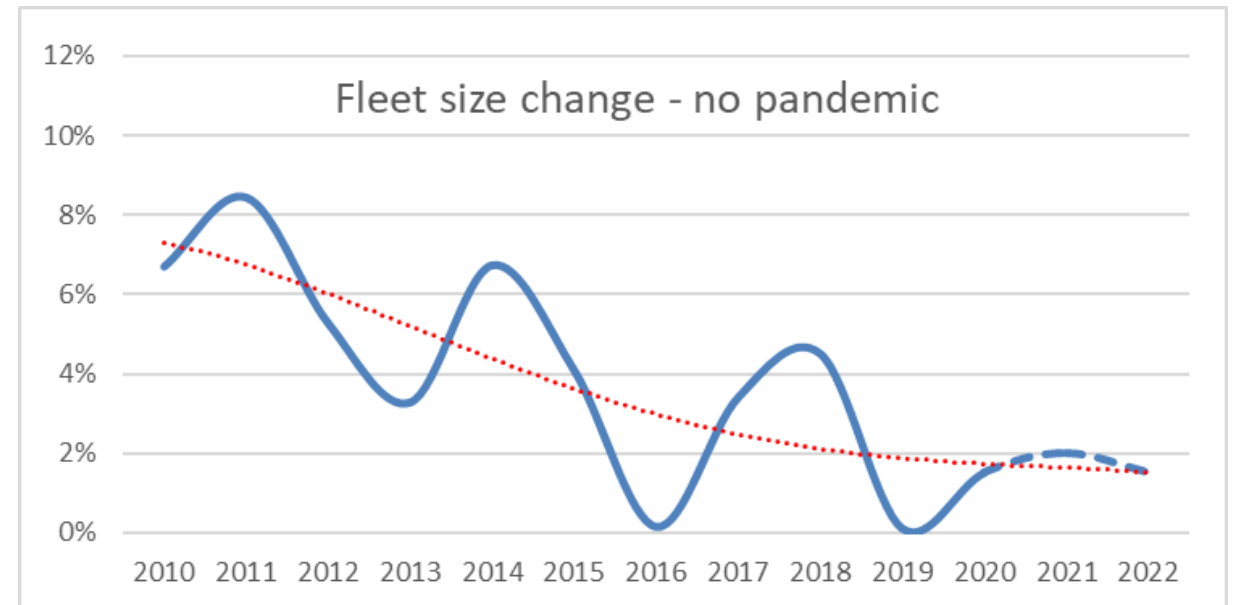
- Leasing
- Lease redeliveries
- Storage availability and cost
- Operational efficiency
- Slow Steaming

# Fleet Growth Rate Since 2010



## Actual Growth

## Growth without Covid



# Current Fleet Dynamics

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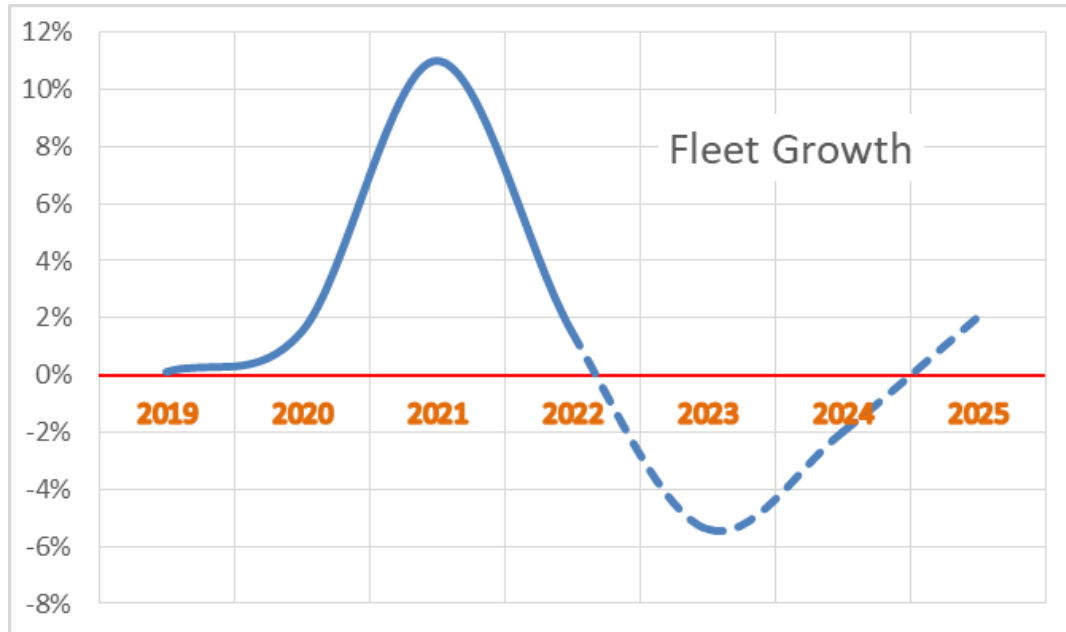
## Global fleet is in surplus:

- Cargo volume-mix is normalising after the pandemic: 40HC surplus
- Logistics 'blockages' have gone improving container utilisation efficiency
- Container trade volumes have been flat in 2023
- Trade outlook for 2024 is for 3.3% growth... (WTO)

## Actions:

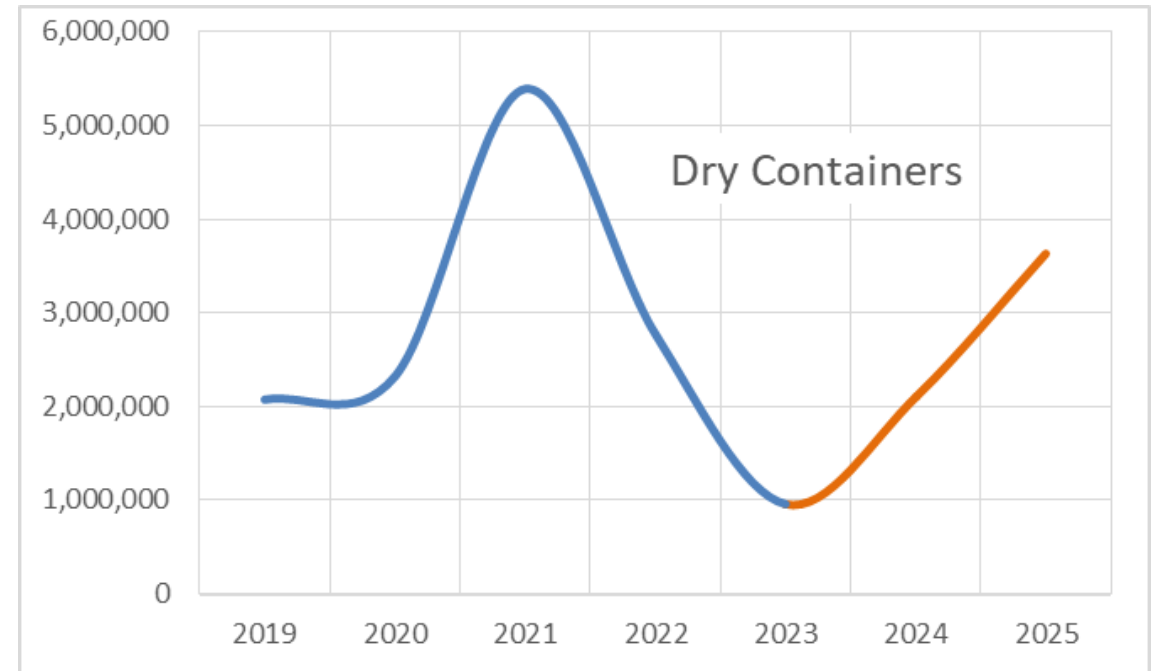
- Major 'catchup' retirements by shipping lines of old containers
- Limited orders for new production – less than 1 million TEU in 2023
- Use of one-way trading boxes
- Expiring leases redelivered
- Increased retirements by leasing companies

# Projected Growth 2023 to 2025



## Projected Growth

## Projected Production



# Summary

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- Dry container fleet size may contract over 5% in 2023 (-4% in 2009)
- Retirements of old containers may continue at current higher level in 2024/2025
- Fleet size may contract 1% to 2% in 2024 to achieve equilibrium
- New production will be higher in 2024 to replace retirements
- If WTO trade growth projections are accurate, dry container fleet growth may resume late in 2024 or in 2025
- Leasing share of new container supply likely to return to 50%+ in 2024