AXS MARINE
CONNECTING THE SHIPPING COMMUNITY

The 2024 Container Shipping Market
key facts and global outlook

INTERMODAL EUROPE 2024
12-14 November, Rotterdam Ahoy

12 November 2024

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intro

AXSMarine & Alphaliner

1. AXSMarine is provider of data, market intelligence, digital platforms and software-as-a-service tools for the maritime industry.

2. We cover the drybulk, tanker, commodities and container markets.

3. Around the world, some 230 dedicated professionals work for AXSMarine.

4. We are present in Paris, London, Hamburg, Singapore, Athens, Houston, Dubai and Sofia.

intro

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Top 100

top carriers and market consolidation

available for free! no log-in! updated daily!

Alphaliner TOP 100 / 11 Nov 2024

TOP 100 | TOP 30 | TOP 100 HISTORY

Global figures

7,154 active ships
including 6,353 fully cellular

31,138,467 TEU
30,726,736 TEU fully cellular

DWT **369,226,4**

Figures are consolidated

Regional Trades weekly capacities

Trans-Atlantic	**153,229** TEU
Trans-Pacific	**560,180** TEU
Feast-Europe	**465,259** TEU

Top carriers history 1996-2019

Existing fleet | Orderbook

Rank	Operator	Teu	Share
1	Mediterranean Shg Co	6,190,492	20.1%
2	Maersk	4,422,417	14.3%
3	CMA CGM Group	3,797,721	12.3%
4	COSCO Group	3,300,115	10.7%
5	Hapag-Lloyd	2,280,833	7.4%
6	ONE (Ocean Network Express)	1,949,325	6.3%
7	Evergreen Line	1,749,097	5.7%
8	HMM Co Ltd	881,593	2.9%
9	Zim	760,449	2.5%
10	Yang Ming Marine Transport Corp.	695,799	2.3%
11	Wan Hai Lines	521,631	1.7%
12	PIL (Pacific Int. Line)	369,016	1.2%
13	Sea Lead Shipping	188,421	0.6%
14	X-Press Feeders Group	186,847	0.6%

top-3 market share 46.3%

top-5 market share 64.2%

top-10 market share 83.6%

key numbers

global container fleet 2024

	Sep 2024	context
Global container fleet (vessels)	7,073	biggest in history
Fleet capacity	30.65 Mteu	biggest in history
Year-on-year growth	10.6%	strong
Vessel unemployment	0.7%	very low
Vessel orderbook capacity	7.47 Mteu	biggest in history
Orderbook / fleet ratio	24.7%	high
Average vessel age	13.4%	normal / high
Average vessel age (teu weighted)	10.7%	normal

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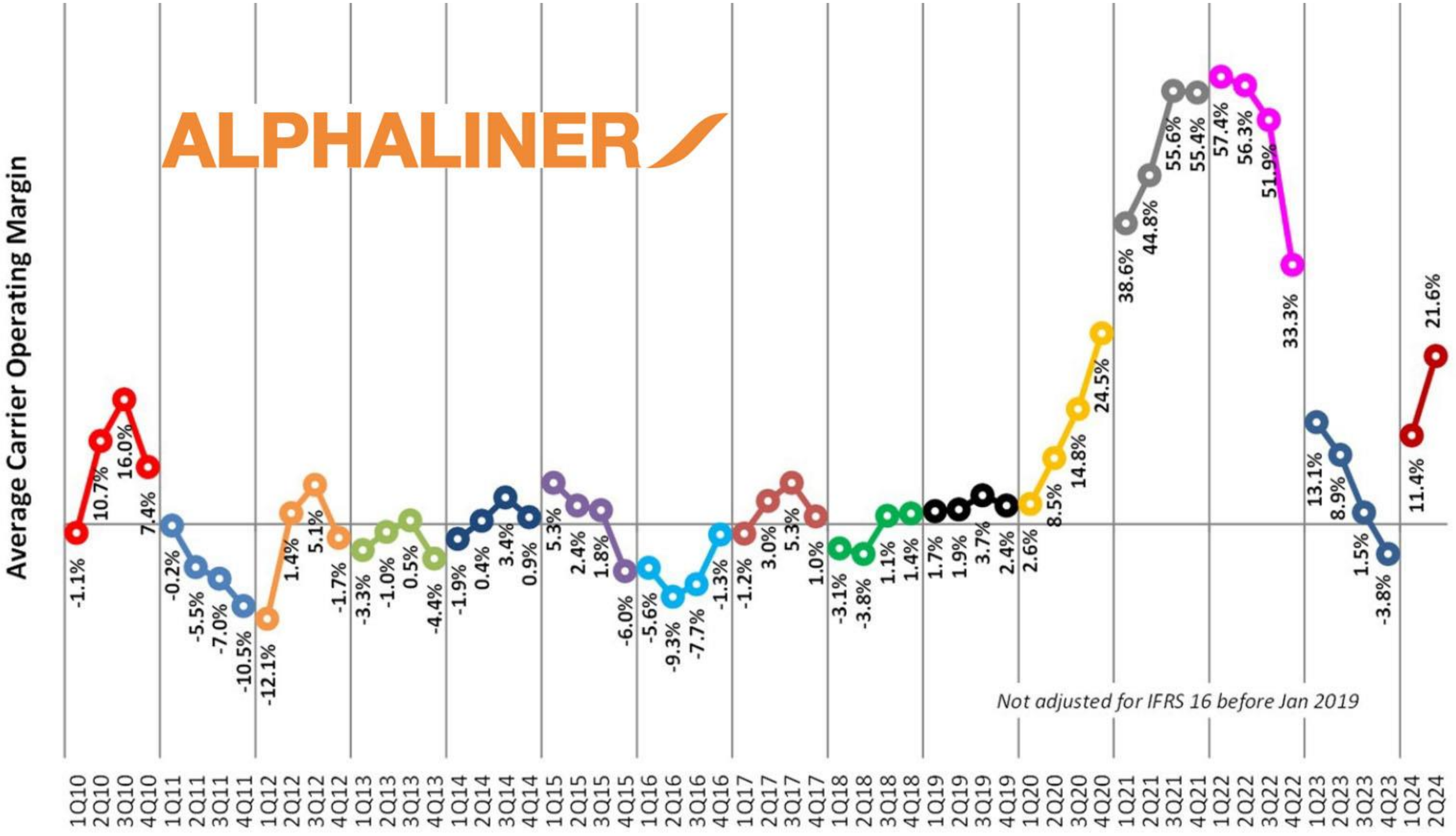
history

carriers core margins



Average of CMA CGM until 2022 (incl APL to 2Q16), COSCO Grp (since 1Q 2019), CSCL (to 1Q 2016), EMC, Hanjin (to 3Q 2016), Hapag-Lloyd (incl CSAV to 2014), HMM, Maersk (Ocean from Q120), ONE (from 2Q 2018, formerly KL/MOL/NYK), WHL, YM, ZIM

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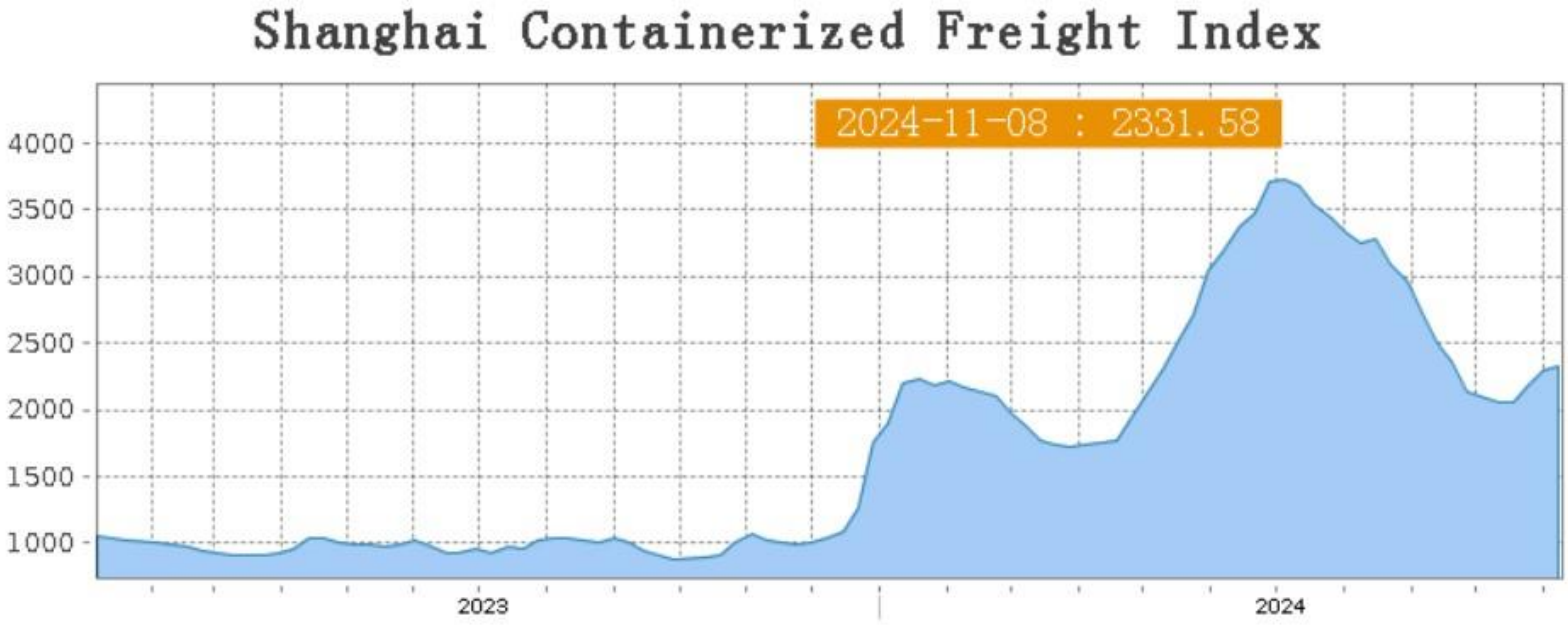
Freight rates

Spot ocean freight rates ex China



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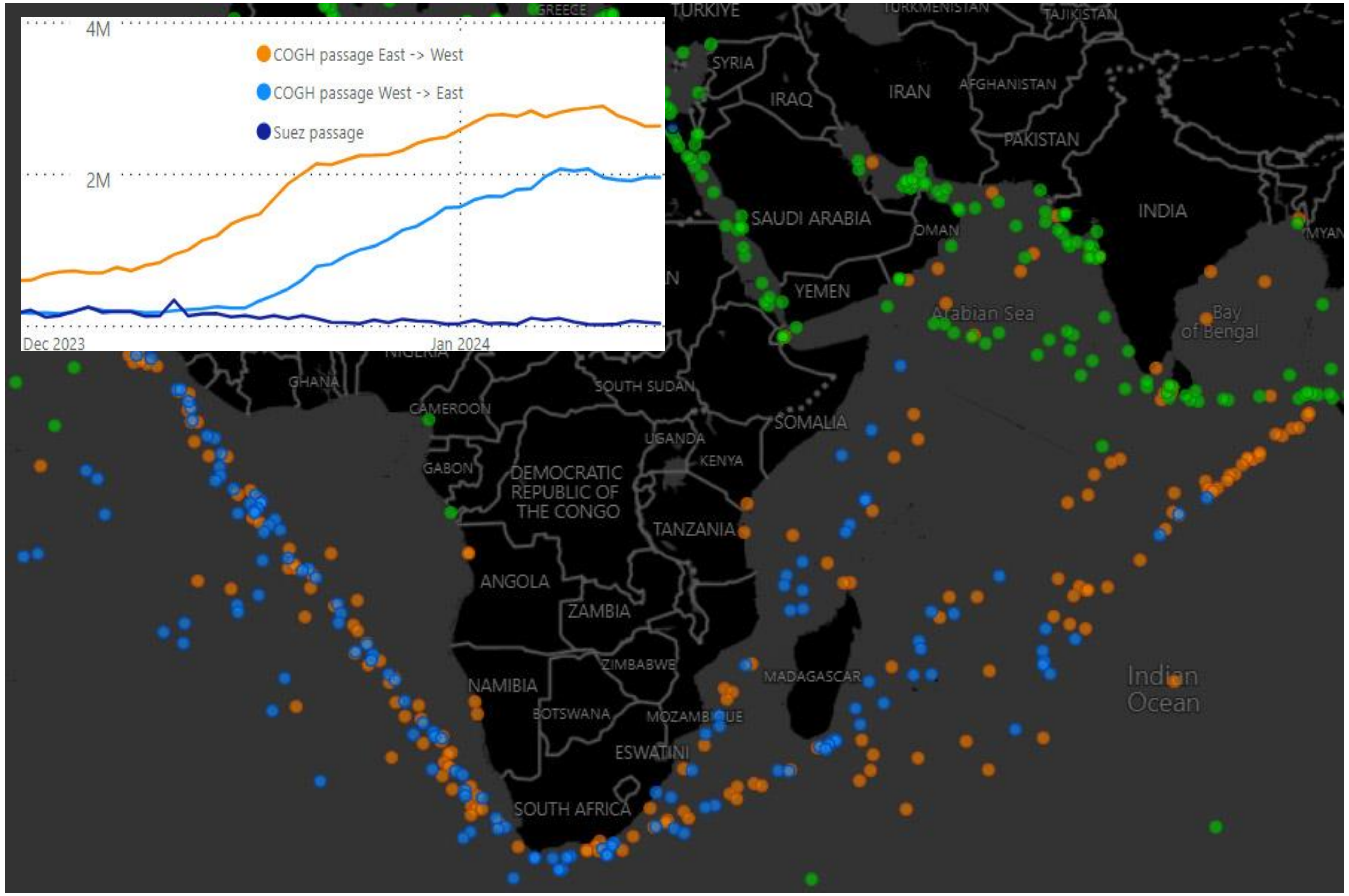
capacity

vessel diversions vs capacity

Diversions 'eat up' container tonnage > plus two weeks per round voyage



FE-EUR: +2 weeks / RV

+16% tonnage

28 loops => 56 extra ships

+840,000 teu

4-5 % induced tonnage global demand from these routes

* excluding Panama-Routings

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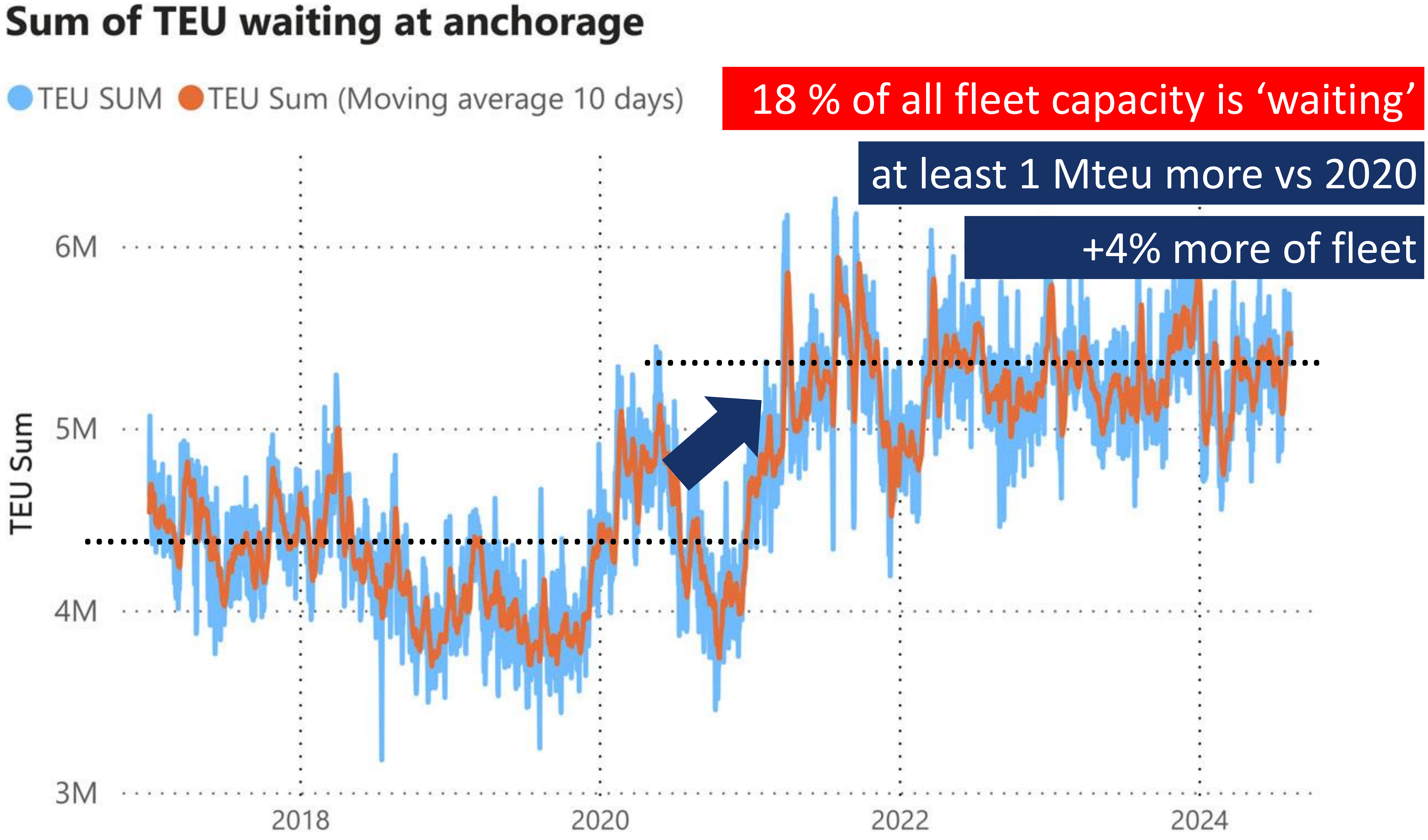
congestion

port delays vs capacity



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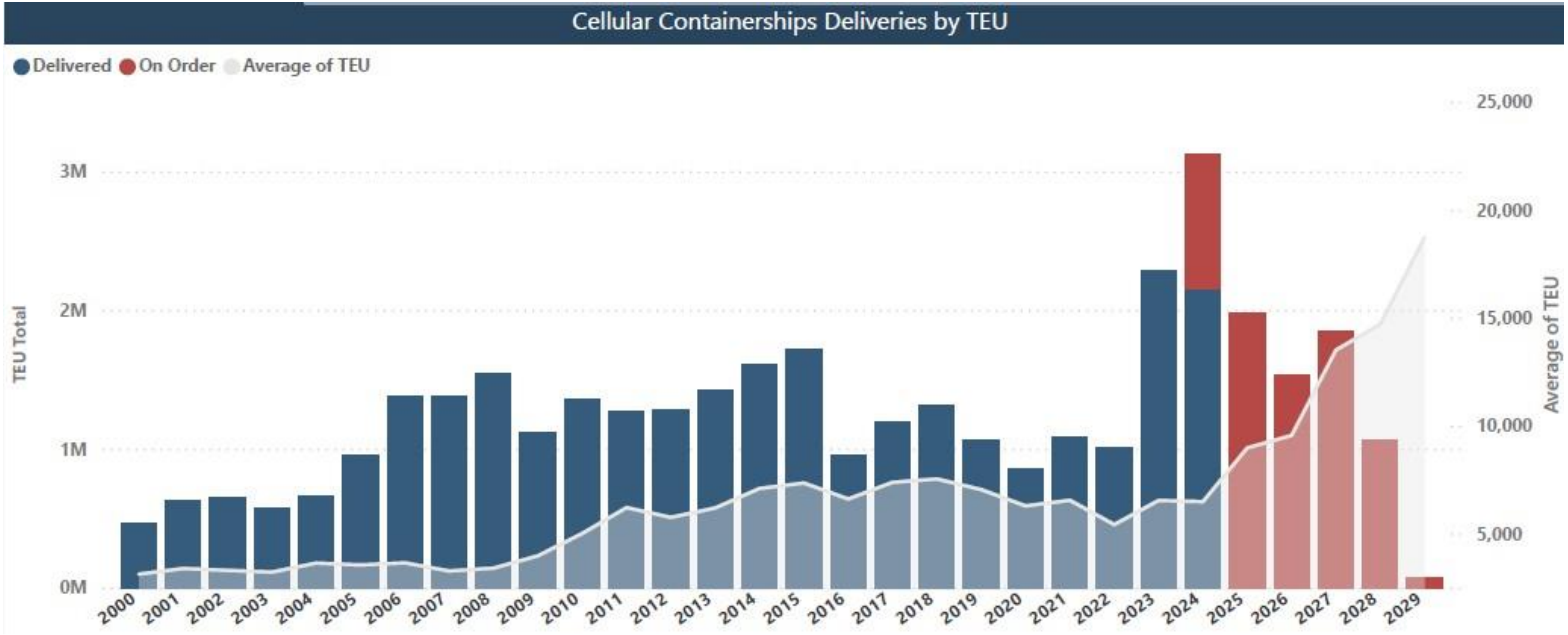
Fleet growth

Forecast deliveries (September 2024)



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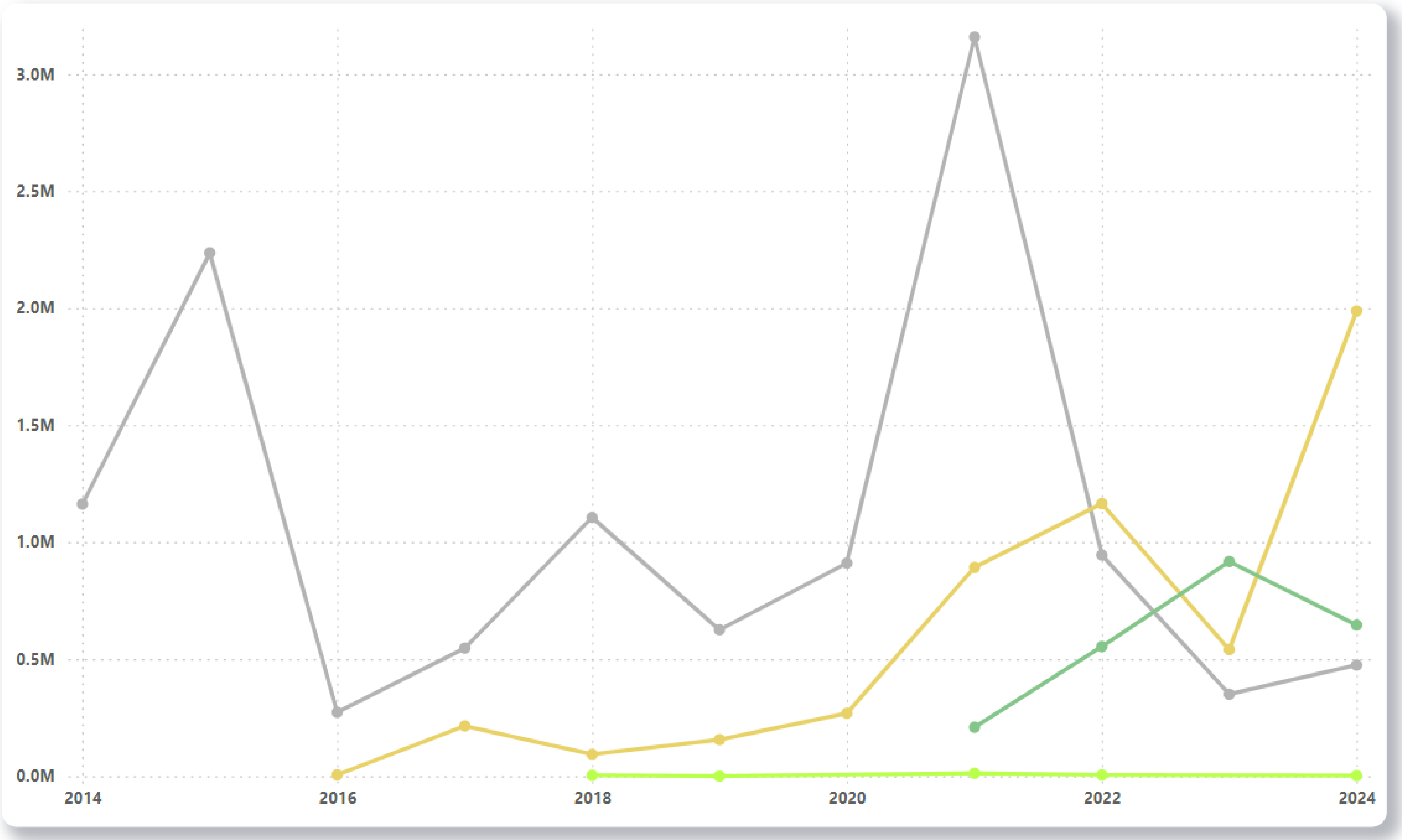
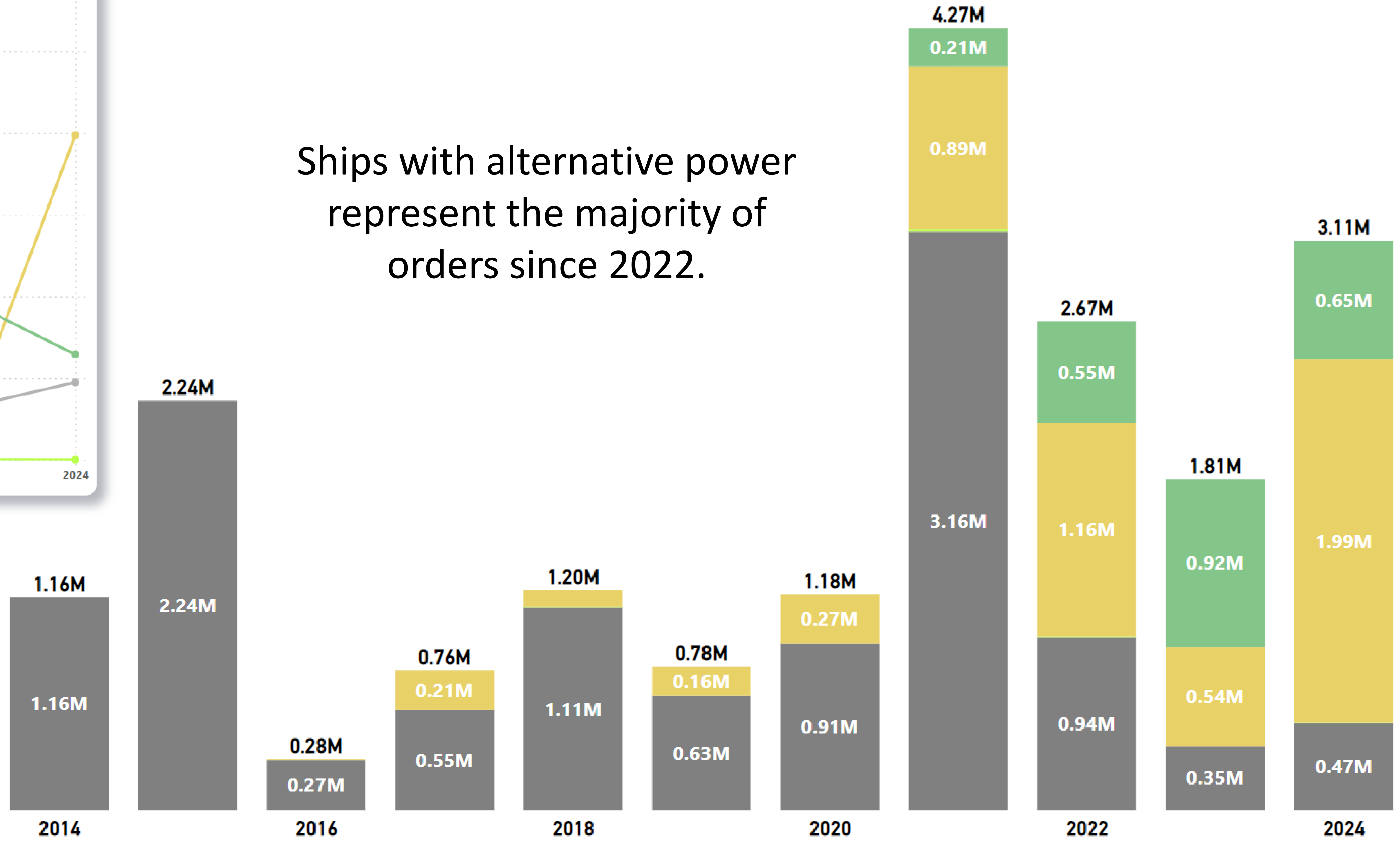
Green fleet new propulsion types – ships on order

Tonnage order per year (teu)

● Conventional ● Electricity/Wind assisted ● LNG ● Methanol



Ships with alternative power represent the majority of orders since 2022.



Orders

The ordering frenzy still continues

Recent orders (840,200 teu)

Hapag-Lloyd: 12 x 16,800 teu and 12 x 9,200
PIL: 5 x 9,000 teu
Seaspan (OOCL) & COSCO: 12 x 13,600 teu
Wan Hai Lines: 8 x 16,000 teu
Maersk: tbn 17,000 teu
Sea Consortium: 2 x 11,000 teu

challenges

today’s challenges for liner shipping

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Alphaliner’s prediction for 2025 and beyond:

‘Despite increased scrapping, the tonnage market will experience return to latent vessel overcapacity in 2025.’
-> downward pressure on rates

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