



"Double dip" scenario slowly disappearing

Fears that the recovery in the liner shipping will be short-lived towards the end of 2010 and will be followed by a new relapse, double dip scenario, seems to fade quickly. Both the interim results of the shipping lines as a new study suggest a sustained recovery.

There is no doubt that almost all liner operators will perform better results than expected during the first half of 2010. Many carriers have stated their earning forecasts upwards over the last few months.

The good results of Maersk Line, who managed to redirect a loss of nearly 1 billion us dollar in 2009 to a profit of 1.2 one billion us dollars this year, is the ultimate confirmation of the positive trend in container shipping. CEO Nils Anderson stated that the sustainable recovery was still uncertain due to a number of factors, but at the same time he confirmed a result of the container division for the second half of 2010 that equals that of the first.



Meanwhile, the bulk of the required container ships are active again, the freight rates on most routes have increased and the shipping capacity is controlled to ensure overcapacity is avoided. This while it looks a shortage of container equipment is imminent. The volumes on the main trades are now just below the 2008 levels.



According to Macquarie Securities, Transportation and Infrastructure, the container industry has yet to fully benefit from the increase of the global stocks. Consequently the highlight is still due and Macquarie predicts that the volumes in the third quarter will exceed with 4% these of second quarter. Based on their statistics obtained in 200 major world ports, the traffic volumes in May 2010 were 1% higher then the best ever before which dated back in July 2008.

Evergreen – Positive results

Taiwanese container carrier Evergreen has published his 1st semester results for 2010. The figures are showing a us dollar 122 million net profit which is in huge contrast with the deficit of us dollar 135 million during the same period in 2009. Turn over increased with 11% up to 8.6 milliard Taiwanese dollars.

The goods results are achieved by an increase of volumes on the various trade lanes and the increase of the freight rates between Asia and Europe. During the 2nd quarter also figures on the Asia/USA services increased substantially. This trade lane is reflecting to 50% of Evergreen's turn over.



Recently Evergreen also ordered 10 new container vessels from the L-class with a capacity between 8700 and 9.200 TEU. The costing is estimated to be Taiwanese dollar 103 million per ship. Further negotiations are discussed for another 10 vessels and on top Evergreen chartered two VLCS vessels of 10.060 TEU from Zim Lines for a three years period.

New FAL5 service to China has taken off

With the first departure in Zeebrugge of the "CMA CGM Callisto" the joint FAL5"- service of CMA CGM and Maersk Line between North-West Europe and the Far East last has started. For Zeebrugge this is another new connection for this important trade lane.

The service will call Le Havre, Hamburg, Rotterdam and Zeebrugge in Europe. In the Far East the ports of call are Port Kelang, Singapore, Ningbo, Shanghai, Yantian and Tanjung Pelepas. When the service is fully operational, both partners will contribute each 5 vessels with a capacity of 13.000 TEU.

The "CMA CGM Callisto" was built at the South Korean wharf of Ulsan by Hyundai Heavy Industries. The vessel has a length of 363 mtr, a width of 45.6 mtr and has a draft of 15.50 mtr. The vessel is the 3th in a row of 12 ordered by CMA CGM which will be delivered this and next year.



Hamburg Port – Volume restoration moves slowly

The maritime cargo handlings at Hamburg has increased in the first half by 8.1% in comparison with the first six months of 2009, from 54.2 to 58.6 million tonnes. Germany's largest port continues to be far below the level of 2008. The recovery is slower in Hamburg than in neighbouring ports like Antwerp and Rotterdam.



In presenting the figures commercial director Claudia Roller emphasized that the crisis in Hamburg has been left behind. Regretfully the figures show a different story. For the whole year Hamburg is now counting on a total throughput of 119 million tonnes, some 8% more than the 110.4 million tons last year, and a container volume of about 7.7 to million TEUs (+9% compared to the 7 million of 2009, but significantly less than the nearly 10 million of the previous two years.

Container vessels anchored are drastically decreasing

According to information of the French databank Alphaliner, all vessels with a capacity over 5.000 TEU are in service again. The number of vessels anchored are decreased to count only 150 units, despite the fact that during the summer of 2010 a record of new buildings was delivered.

During July, 8 new built vessels became operational with a capacity between 11.000 to 14.000 TEU. Four of them were delivered for account of CMA CGM, where as Maersk Line and MSC took receipt of two each. During August and September, 12 more new ships will come into service.

Most vessels anchored at present are units which are offered on the charter market. Maersk Line, Hanjin Shipping and ZIM Lines are the only larger carriers which still have none deployed vessels anchored at the moment.

As a result Alphaliner predicts an overall increase of vessels capacity with 16%. The huge influx of capacity has momentarily not yet any effects on the freight tariffs. Only between Far East and Southern Europe a slight drop has been noticed. Specialist feel this is due to a decrease in volumes of the import to this region thanks to a weakening of the euro currency.

