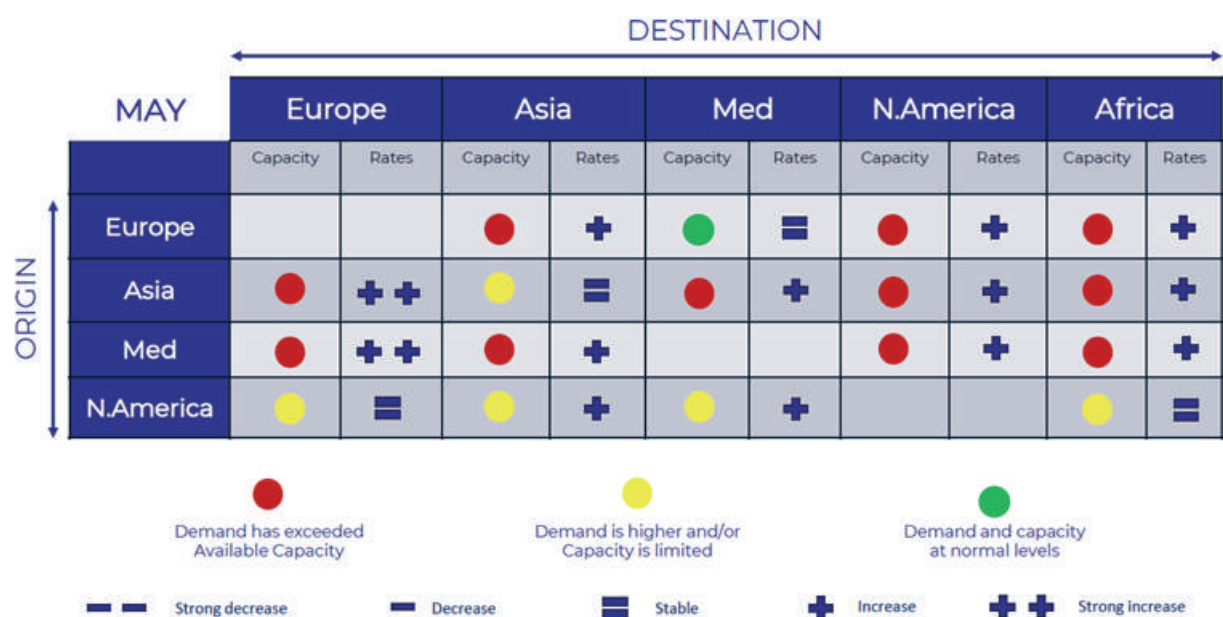


MARKET INTELLIGENCE

Currently, we see little prospect of a significant change in the market situation for the month of May.

High levels of demand continue to cause bottlenecks in the supply chain and a shortage of equipment.

Drewry experts, however, expect extremely high levels of operational disruption to subside in the fourth quarter of 2021.



According to Drewry, "extreme freight rates" on trans-Pacific and Asia-Europe traffic "can be expected to last at least another three to five months".

IMPORT USA : always complex, always more expensive

Maritime imports have increased by 15-20% and the United States simply does not have the infrastructure to face such growth. Shipowners are canceling stopovers in an attempt to reduce congestion in ports where waiting times are unbearable with ships stranded by the dozen. Truckers report a 40% drop in productivity at US East Coast ports. Trucking rates have skyrocketed as it is increasingly difficult to get boxes in and out of the main terminals across the country.

After a period of stability, following increases of up to 200% in the second half of last year, transpacific carriers are rolling out a series of new GRIs, starting June 1.

For example, Hapag-Lloyd announces that its fares between Asia and North America will increase by \$ 1,200 per 40 feet.

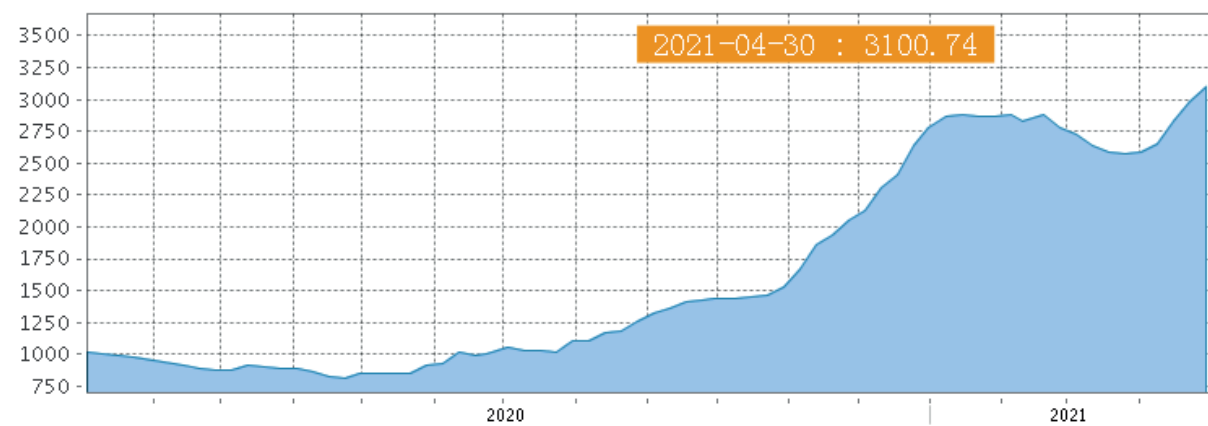
CANADA : Parliament puts an end to the strike at the Port of Montreal with a new law to force the return to work of dockers, who had been on strike since Monday April 26, against new working conditions.

ASIA

The Shanghai Container Freight Index (SCFI) breaks new records.

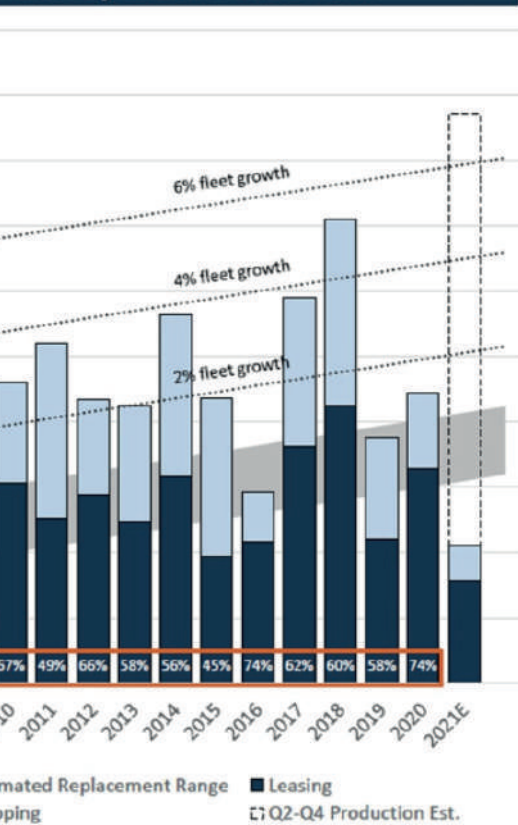
For two months when export tariffs leaving Asia began to slowly decline after reaching peaks in January 2021, the rates for May have started to rise again, and well beyond the levels at the start of year.

Shanghai Containerized Freight Index



CONTAINERS AVAILABILITY

New Dry Container Production



The global container availability crisis is not expected to ease until the end of the year.

It is clear that the whole year will be affected by ports congestion - container cycle times must return to pre-Covid levels, but that will not be likely until the end of this year and possibly in 2022.

Meanwhile, the demand for new equipment continues to skyrocket, and not just to meet demand - as a rule, containers have a lifespan of 15 years and a large slice of boxes delivered between 2005 and 2009 are arriving at the end of their operational life.

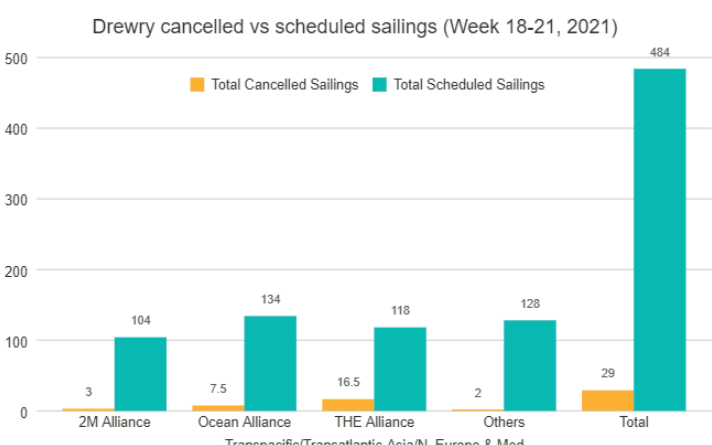
Prices for new containers have therefore been unsurprisingly high - the average price of a 40 'high-cube (HC) in the first quarter of this year was \$ 6,160, about 90% more than a year ago.

Chinese manufacturers are suffering from the shortage of steel and aluminum, the prices of which are skyrocketing.

The reefer container fleet is, largely monopolized by China, which resorts to importing meat because of swine fever.

In the current context of market under-supply, it is to be expected that shipowners will set limits on the volumes they are willing to allocate to contractual shippers (BCO / Tender long term), "who tend to pay less than spot shippers", said Drewry. **It's all about money !**

BLANK SAILINGS



On the main traffics : Transpacific, Transatlantic and Asia-Northern Europe & Mediterranean, 29 cancellations were announced between weeks 18 and 21, out of a total of 484 scheduled departures, ie a cancellation rate of 6%.

The delays accumulate, going so far as to postpone certain departures by a week. 'Container ships work like a bus line: once there is a delay, it is difficult to catch up. We must therefore skip stopovers but then, we set up cabotage to the port that was not served', explains Lars Mikael Jensen, vice-president of Danish Maersk.

CHARTERING OF VESSELS

The current charter rate for an 8,500 TEU vessel is \$ 54,000 per day.

At the same time last year the cost was \$ 20,500 per day, while on average in 2019 the daily cost was \$ 30,000 per day

MSC AND WAVE DEPLOY DIGITAL BL ON A LARGE SCALE



MSC officially integrates electronic bill of lading (eBL) for its customers around the world, after a successful pilot phase, using a system based on an independent blockchain platform WAVE BL. The eBL enables shippers and other key players in the supply chain to receive and transmit the bill of lading document electronically, without any changes or interruptions to day-to-day business activities.

	BL original papier	Sea Waybill	eBL Wave
Control over document ownership	Total	None	Total
Negotiability of documents	Total	None	Total
Transmission Delay	Several days	A few minutes	A few minutes
Risk of fraud	Important	Important	Minimal
Risk of loss of documents	Important	Minimal	Minimal
Financial risk	Important	Important	Minimal
Remote work	Impossible	Possible	Possible
Use of paper	Important	None	None

MEGA « GREEN » ORDER



CMA CGM placed an order on April 30, 2021 with the CSSC Group, for:

- 6 ships of 13,000 TEU (Twenty foot equivalent) propelled by LNG;
- 6 vessels of 15,000 TEUs powered by LNG;
- 10 vessels of 5,500 TEU powered by Very Low Sulfur Oil (VLSFO).

This order aims to support market growth. These vessels should join the CMA-CGM fleet between 2023 and 2024.