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MARKET INTELLIGENCE

Strong demand is expected to continue until the third quarter.

What to expect ?
In times of uncertainty and disruption, only time can tell. This increase continues and demand is expected to last at a minimum until Chinese New Year 2022, although according to Drewry, the growth rate (still on the rise) is likely to slow down in the third quarter. It is not until 2023 that we will be able to return to a "normal" situation, when the new vessels, which will increase capacity, are delivered.

Rates across all sectors continued to rise in June as strong demand outstripped limited supply.

SOON MORE CAPACITY TO TRANSPORT ?

Since the end of 2020, order books for container ships have continued to fill up. Companies and other investors have signed more than 300 vessel orders. According to information from Alphaliner, the "confirmed" orders as well as the "orders reported by reliable sources" of Asian container ship yards, amounted to 4.94 MTeus as of June 30.
Some shipowners, on the other hand, who are not convinced by liquefied natural gas (LNG) vessels to reduce their carbon footprint, are still waiting for the new methanol-powered container ships.

annual data points at yer the middle of the respective year. Source: Alphaliner records

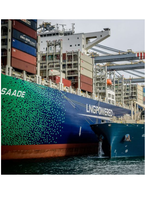
FREE MARKET : THE WHITE HOUSE TAKES INITIATIVES

"Three shipping alliances now control over 80% of the container market"

The United States last Friday issued an executive order to help the FMC impose fines on shipping lines and rail carriers that impose unreasonable rates and fees on exporters and importers.
The White House spokesman, at a press conference last Thursday, said: "Three shipping alliances now control over 80% of the container market. This concentration has contributed to a surge in costs during the pandemic. Many American businesses depend on railways to ship their goods on a national level, and ocean carriers to ship their goods on an international level"

DECARBONIZATION OF MARITIME TRANSPORT

The port of Marseille-Fos could host the first French project to produce liquefied biomethane (BioGNL) for maritime transport.
The city has commissioned EveRé (area's waste treatment center) to conduct a feasibility study for this project, which would consist in producing an alternative fuel, within the GPMM, from the waste of the Mediterranean metropolis.



The BioGNL, which makes it possible to reduce greenhouse gas emissions by at least 67%, should allow to decarbonize maritime transport, from the Port of Marseille Fos, and improve the air quality of the area by reducing atmospheric pollutants (sulfur oxides, nitrogen oxides and fine particles). This fuel will be used for vessels powered by liquefied natural gas of CMA-CGM, for example.

TURKEY : NEW SERVICE

CMA-CGM continues to deploy new services in Turkey. Last week, the company launched the TMX 3 to complement the TMX 1 and TMX 2 services.

The ports served will be Istanbul-Ambarli, Gebze, Gemlik, Trieste, Koper, Venice, Marsaxlokk, Istanbul-Ambarli with two new vessels of 850 TEUs

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