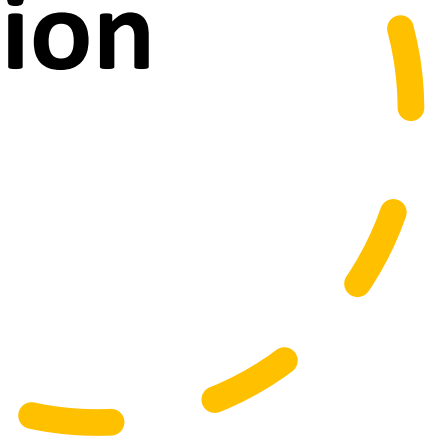




# From friendly competition to adaptation & efficient cooperation



Monica Michel-Brassart  
Director & Senior Consultant

# Summary

- **The importance of maritime transport for containers & focus on the Indian Ocean**
- **Outlook: Liner & Cruise Services**
- **What about Ports ?**
- **Adapting to changes & nurturing efficient cooperation (2 examples)**
- **Conclusion**



# Major Global Maritime Trade Routes: The importance of maritime transport



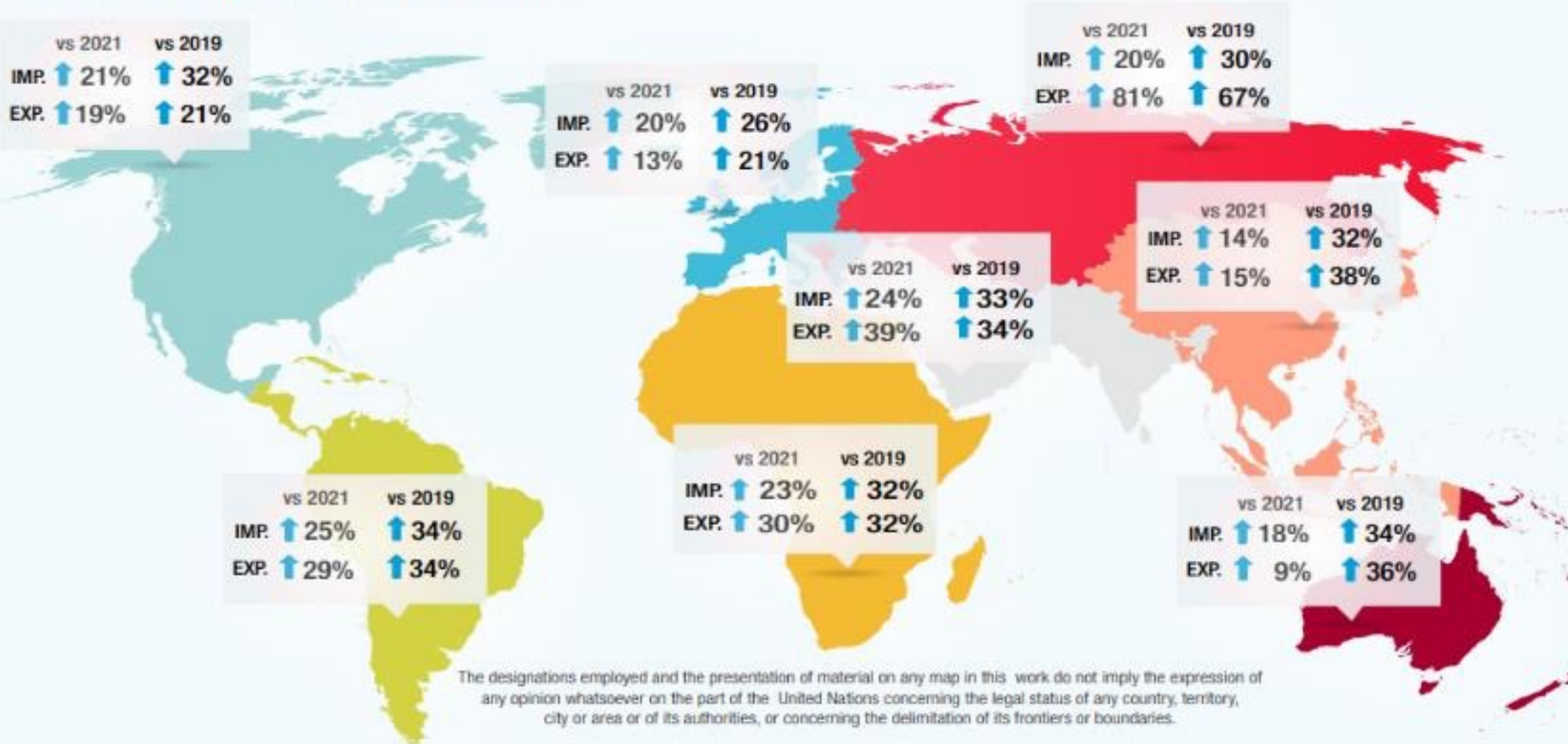
**GLOBAL CONTAINER VOLUME 2021**  
**849 MILLION TEUs**

**GLOBAL TRADE VOLUME 2021**  
**USD 28.5 TRILLION**

# The importance of maritime transport & trend

Trade continues to increase in all regions, but less so in the East Asia and Pacific regions

Q1 2022 relative to Q1 2021 and Q1 2019



Source: UNCTAD estimates based on national statistics.

Note: Changes are year-over-year. Data excludes intra-EU trade. Data does not include trade in services.



# However...Liner Services (containers)

**Europe-Asia trade – downward trend:**

Pressure on freight rates: WCI Drewry Index dropping by 18% for freight rates in Dec. 2022...

Decrease in demand: As worldwide demand decreases, volumes are reducing, -13,2% in October (Container Trade Statistics).

Decline started in February 2022 and continuing, blank sailings expected ...

# Port Calls in the SW Indian Ocean

## Countries 2020 / 2021

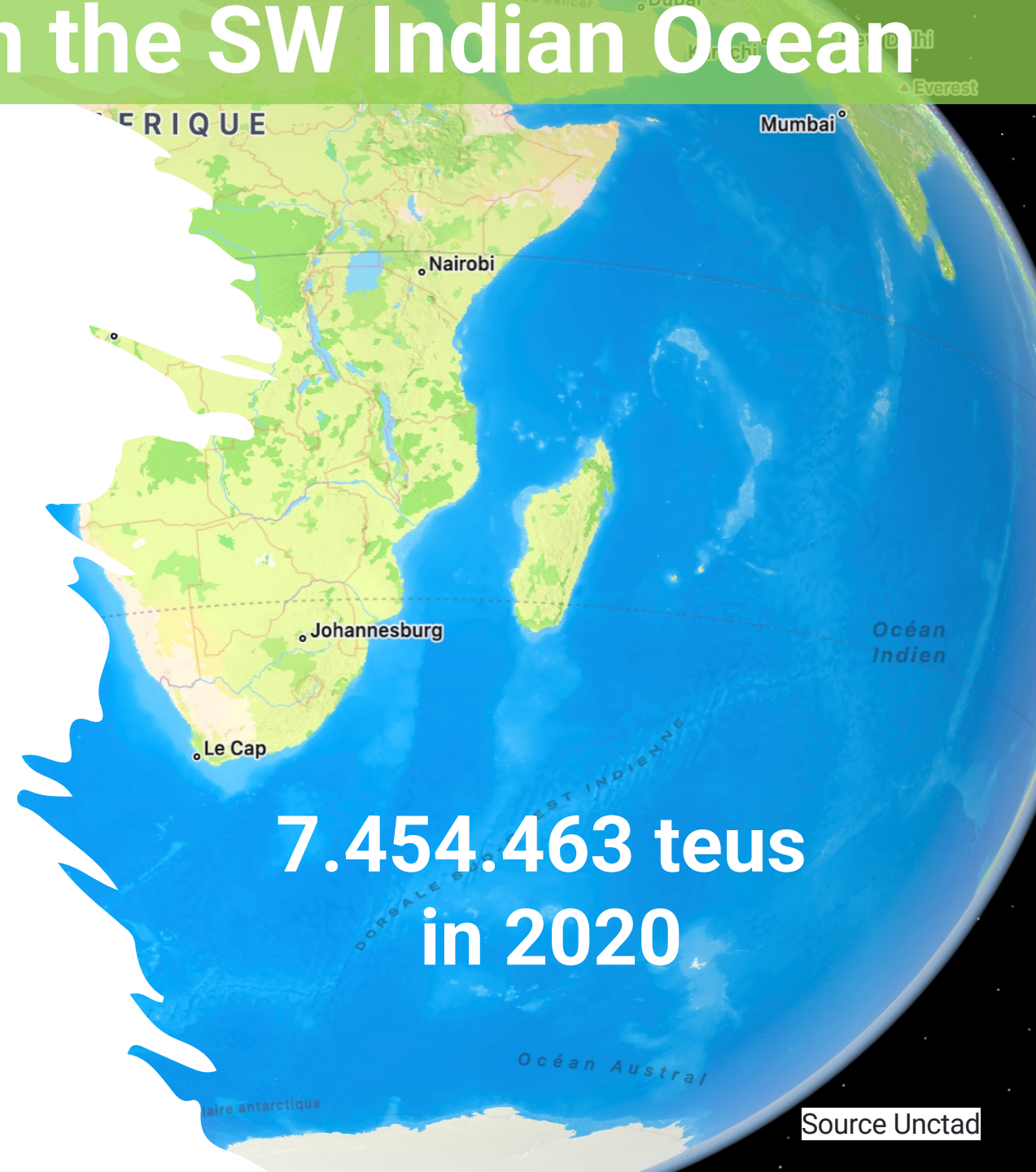
Comoros:	156 / 122
Kenya:	1849 / 1897
Madagascar:	664 / 719
Mauritius:	1005 / 1041
Mayotte:	102 / 88
Mozambique:	2019 / 1981
Reunion:	507 / 494
Seychelles:	301 / 198
Somalia:	651 / 652
South Africa:	7836 / 7194
Tanzania:	1457 / 1290



**15.676 calls  
in 2021**

# TEUS (2019 & 2020) in the SW Indian Ocean

Comoros:	unknown
Kenya:	1.425.000 / 1.311.000
Madagascar:	199.712 (2019)
Mauritius:	469.011 / 438.078
Mayotte:	74.491 / 80.258
Mozambique:	427.300 / 437.128
Reunion:	375.074 / 365.975
Seychelles:	154.423
Somalia:	92.238 (2019)
South Africa:	4.592.200 / 4.029.000
Tanzania:	405.775 / 363.024



**7.454.463 teus  
in 2020**

# Shipping Lines & orders (containers)

TOP 100

Alphaliner TOP 100 / 05 Dec 2022



Global figures



**6,504** active ships  
including 5,691 fully cellular



**26,310,664** TEU  
25,914,459 TEU fully cellular



**315,010,713** DWT

Figures are consolidated

Regional Trades  
weekly capacities

Trans-Atlantic **172,949** TEU  
Trans-Pacific **554,923** TEU  
Feast-Europe **419,681** TEU

Rank	Operator	Teu	Share	Existing fleet	Orderbook
1	Mediterranean Shg Co	4,575,430	17.5%		
2	Maersk	4,255,710	16.3%		
3	CMA CGM Group	3,382,123	12.9%		
4	COSCO Group	2,866,963	11.0%		
5	Hapag-Lloyd	1,784,198	6.8%		
6	Evergreen Line	1,636,837	6.3%		
7	ONE (Ocean Network Express)	1,527,159	5.8%		
8	HMM Co Ltd	818,063	3.1%		
9	Yang Ming Marine Transport Corp.	707,354	2.7%		
10	Zim	540,785	2.1%		
11	Wan Hai Lines	430,541	1.6%		
12	PIL (Pacific Int. Line)	297,163	1.1%		
13	SITC	157,699	0.6%		
14	KMTC	150,429	0.6%		
15	IRISL Group	143,468	0.5%		
16	UniFeeder	138,229	0.5%		
17	X-Press Feeders Group	136,459	0.5%		
18	Zhonggu Logistics Corp.	123,020	0.5%		
19	TS Lines	108,114	0.4%		
20	Antong Holdings (QASC)	89,800	0.3%		
21	Sinokor Merchant Marine	89,561	0.3%		
22	Sea Lead Shipping	81,762	0.3%		
23	China United Lines (CULines)	80,519	0.3%		



**MAERSK**





# Cruise Ships in Service

From 12 brands & 15  
ships in March 2021

To

85 brands & 375  
ships in Nov. 2022

*With a linear average capacity  
of 1600 & 1700*



Cruise Industry Restart Tracking

In Service Capacity Data	Cruise Brands	Cruise Ships	Total Berths	Average Capacity Per Ship
November 2022	85	375	613,304	1,635
October 2022	83	371	596,625	1,609
September 2022	88	388	594,697	1,533
August 2022	90	389	592,249	1,522
July 2022	86	381	585,010	1,535
June 2022	83	365	575,558	1,577
May 2022	82	347	550,937	1,588
April 2022	71	300	504,864	1,683
March 2022	68	264	461,730	1,749
February 2022	64	230	420,711	1,829
January 2022	68	242	433,999	1,793
December 2021	68	239	425,880	1,782
November 2021	64	230	392,685	1,707
October 2021	65	206	353,186	1,714
September 2021	64	205	326,191	1,591
August 2021	65	190	276,336	1,454
July 2021	50	140	182,077	1,301
June 2021	28	74	85,262	1,152
May 2021	20	48	51,570	1,074
April 2021	16	22	27,308	1,241
March 2021	12	15	25,607	1,707

Source: Cruise Industry News

# Cruise ship order books, deliveries & capacity

**80** new ships delivered between 2022 & 2028

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2022: 19 ships - 100 to 5400

2023: 18 ships - 100 to 5610

2024: 14 ships - 200 to 5410

2025: 15 ships - 180 to 5610

2026: 6 ships - 922 to 5610

2027: 5 ships - 922 to 5400

2028: 3 ships - 922 to 930

**Plus 18 coastal ships (109 to 468 pax) between  
2022 & 2028**

Source: Cruise Industry News



Cruise ships MSC Poesia, Vision of the Seas, and Mein Schiff Herz at Tallinn Passenger Port at Estonia

# Shipping lines overall

- A dynamic industry despite trade trend
- It is said that 50% of the new orders will involve clean energy (LNG, Methanol as dual fuel...)
- 6.2m TEU capacity are scheduled to be delivered during the 2022-2024 period
- 80 new cruise ships are being delivered between 2022 and 2028 !



# WHAT ABOUT PORTS?

A complex environment & strong challenges



→ They are sometimes competing

→ 80% of global cargo trade: maritime transport

→ Global warming: rise of sea levels 1,1 to 2 m by 2100 putting several ports at risks

→ Maritime transport: 3% of global CO2 emissions, + 32% over past 20 yrs; 17% expected by 2050!

→ Ports are expected be green & smart !

# WHAT ABOUT PORTS?

- On the land side, the Port's eco-system includes the surrounding population.
- Pollution is a major issue, specially when the port is close to the city.
- Land side operations are also a source of pollution (terminal operation equipment, trucks, cars...)
- Safety & security are major issues in ports for passengers, ships & cargo



# ALREADY FACING THE FUTURE TODAY?

A dynamic industry that has to comply with stringent international regulations

Potential mandatory local regulations

Sustainability in all operations to become compulsory: Be green & be smart...

→ The good news: Several areas for cooperation...





# SEVERAL AREAS FOR COOPERATION

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Cooperation is smart, so is sharing  
of best practices

# Cooperation in the Cruise industry

Cruise lines require top-notch & efficient destinations for their passengers, ex: MPCC

Creating business opportunities: cooperation in building new regional “experiences” can entice them to offer new links in the Indian Ocean...



# COOPERATION THROUGH SHARING BEST PRACTICES

## ON SHORE POWER SUPPLY & COLD IRONING TO REDUCE CARBON EMISSIONS

### CLEAN ENERGY SOURCING:

Electricity as OPS : Industrial electricity grid if renewable, Solar Energy, Tidal Energy, Hydro Energy (when available),

Reduction in carbon emissions for the vessel and port environment, reduction in noise,

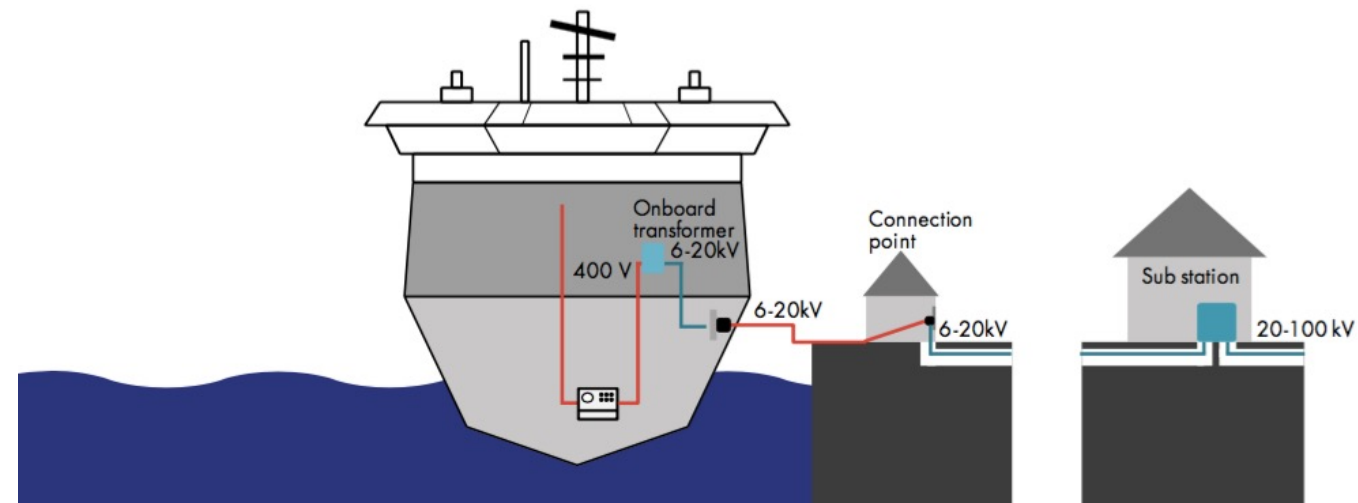
Improvement of the working environment of seafarers onboard the vessel and onshore,

However, cost, suitability according to vessel types... can hinder the process.

The [European Alternative Fuels Observatory](#) defines OPS as:

*Ships can shut down their engines while berthed and plug into an onshore power source, the ship's power load is transferred to the onshore power supply without disruption to onboard services.*

*Emissions to the local surroundings are eliminated.*



SOURCE Port Technology

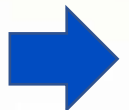
# COOPERATION THROUGH SHARING BEST PRACTICES

If Adaptation means resilience, flexibility & acceptance of changes, COOPERATION is vital to adapt efficiently!

**Stronger together, for efficiency and mutual benefits!**

**2 examples:**

- Ports cooperating in the Mediterranean
- Shipping professionals teaming up in France



# Example 1: The MedPorts Association

An Executive Committee & 6 Technical Committees



Employment, Training, Maritime Expertise

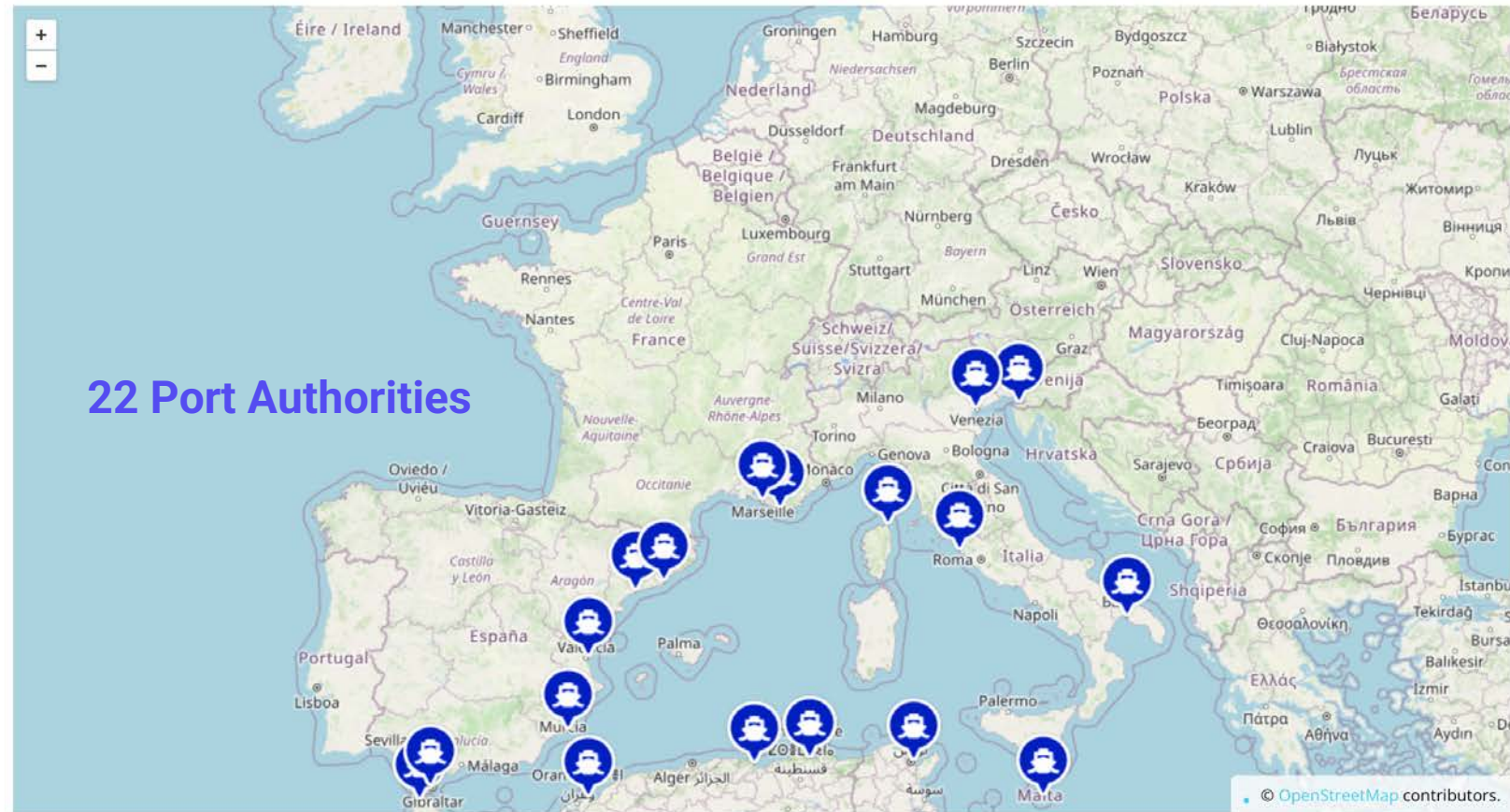
Relations with International Institutions

Safety & Security

Smart Port

Statistics & Marketing Analysis

Sustainability



# Example 2: The French Maritime Cluster

The maritime eco-system, ranging from industry to services of all nature.

430 entities: companies of all sizes, public institutions, training bodies, including the French navy

2019: several major actors created the « Coalition for Eco-Energetic Transition in the Maritime Industry → T2EM



# CARBON NEUTRALITY BY 2050, INITIATIVE DEPLOYED IN FRANCE BY THE « Cluster Maritime français »

THE INSTITUTE « MEET2050 » TO OPERATE THE « 0 EMISSION PROGRAM »

COMMON STUDIES WITH  
KPIs & METHODS

MUTUALISING R&D &  
ACCELERATING PILOTS

SOURCING INNOVATIONS  
& INVESTMENTS



0 EMISSION SHIPS&PORTS  
2035 PROGRAM



T2EM Coalition partners & Contributors:

→ Created the “MEET 2050 INSTITUTE ”

&

→ Will operate the Ships & Ports ZERO Emission Program

# In the Indian Ocean...



**L'AIVP signe un partenariat ambitieux pour la transition écologique  
des ports de l'Océan Indien**

Great achievements under  
the auspices of the APIOI.

Going further on topics that  
will quickly become crucial  
for ports world-wide

IOC: Indian Ocean as a  
peace zone, role for ports

Sustainability and  
smartness...

# To Conclude...



Global economic activities are governed by ports, where are concentrated all kinds of activities and transport:

Maritime sector (ship calls and other maritime services)


Land based activities (stevedoring, container depots, trucking...)

Trains / Barges

Ensure that port activities within the port boundaries are as much as possible respectful of the environment & find ways to better integrate the port activity in « urban » areas

Manage sensitive issues such as safety & security for passengers and cargo.  
What will be the new requirements for these LNG or methane powered ships in the future?





Achieving this transition and keeping the business at home entails adaptation and **efficient cooperation...**

Mutual exchange of information between all actors involved in the global supply chain and sharing of best practices:

→ *Ports actors, maritime sector and related service providers, operators of the supply chains, specialized public institutions, governments...*

A must: smooth access to real data, through efficient digitalization processes.



**Thank you for your  
attention**

Monica Michel-Brassart  
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