

Shipping Market Outlook

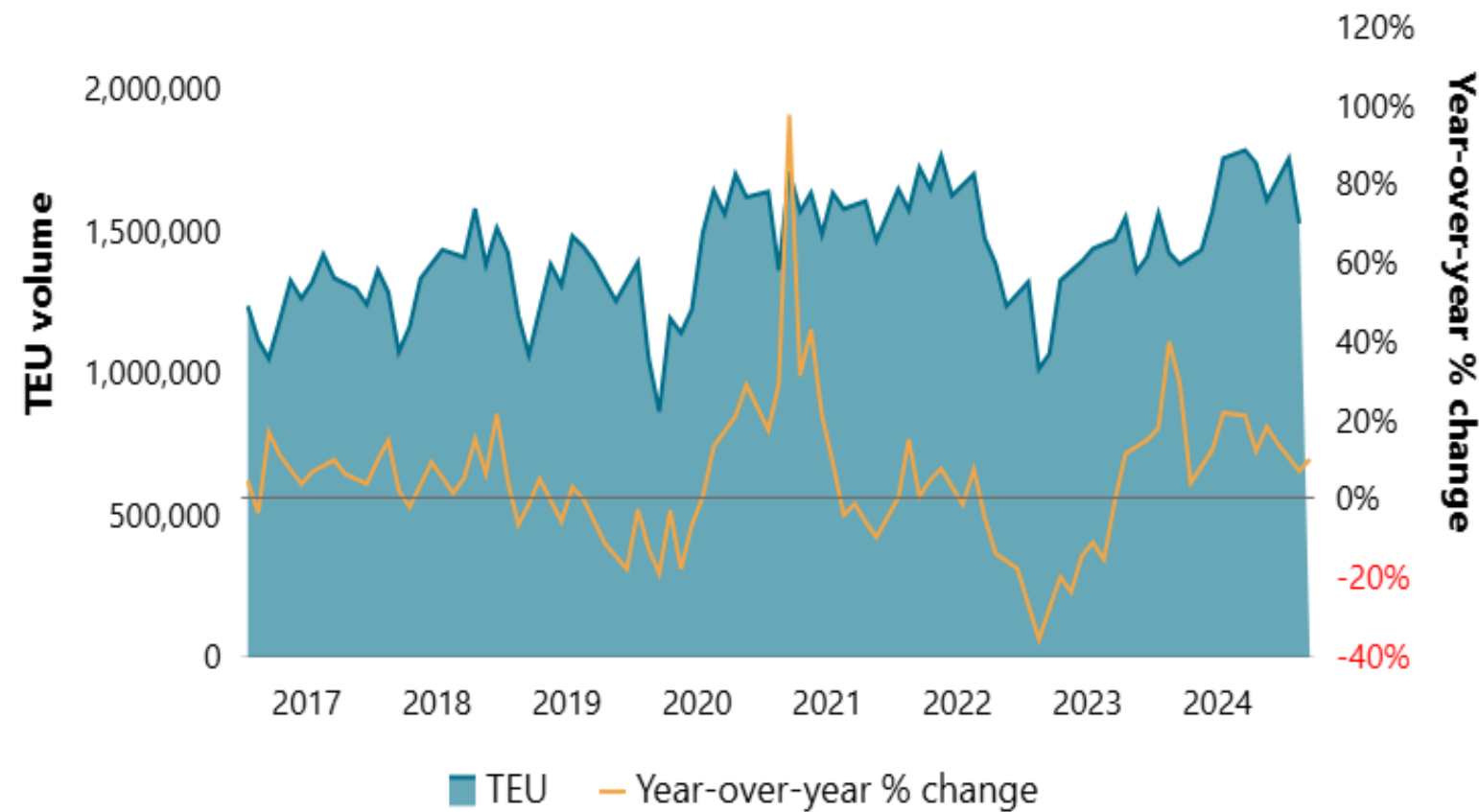
April 25, 2025

A discussion between Mark Szakonyi and Susan Oatway



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Asia to US container volumes (PIERS)



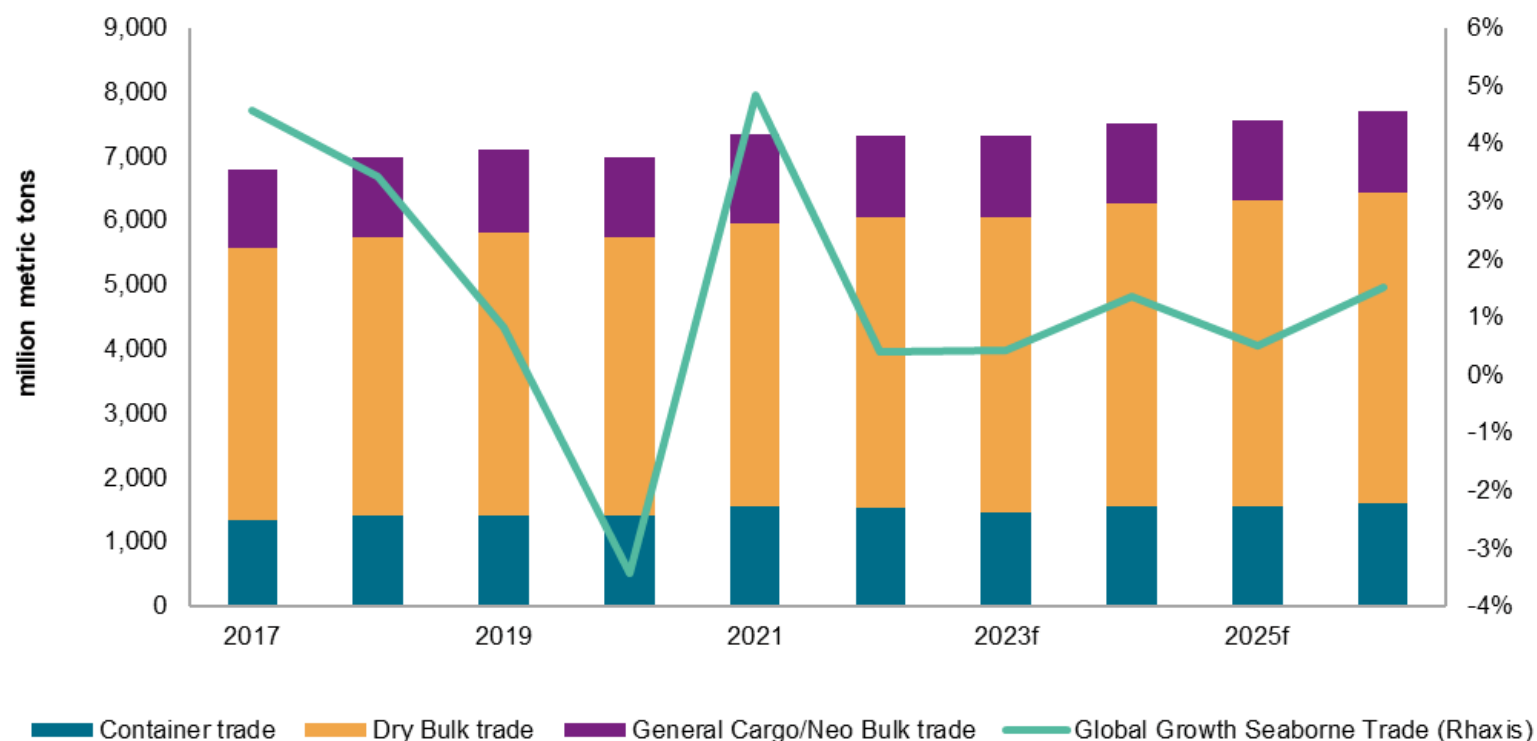
Source: PIERS, S&P Global

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Seaborne dry cargo trade expected to grow by an average 1% per year to 2026 as forecast halved for next 18 months.

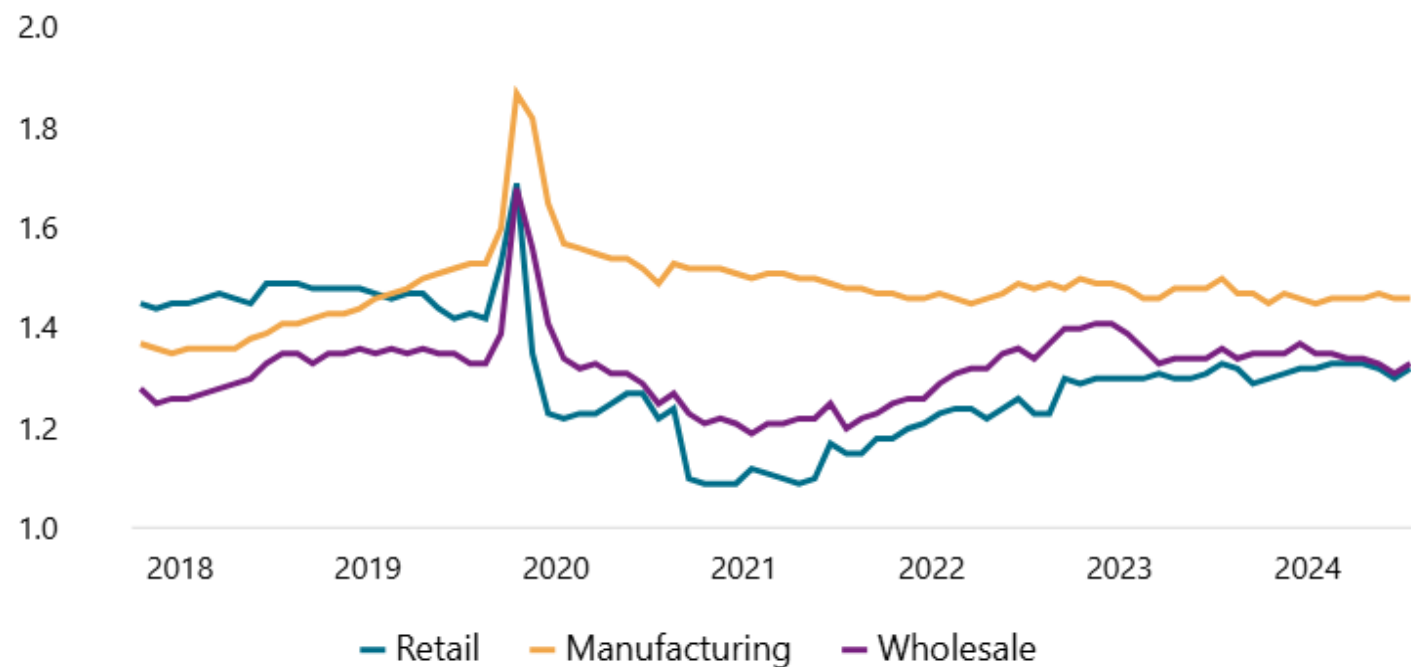
Dry cargo seaborne trade forecast
Global growth in dry cargo seaborne trade by mode



Data as at 17 April 2025
Source: S&P Global Market Intelligence

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US retail, manufacturing and wholesale inventories-to-sales ratios (Census Bureau)



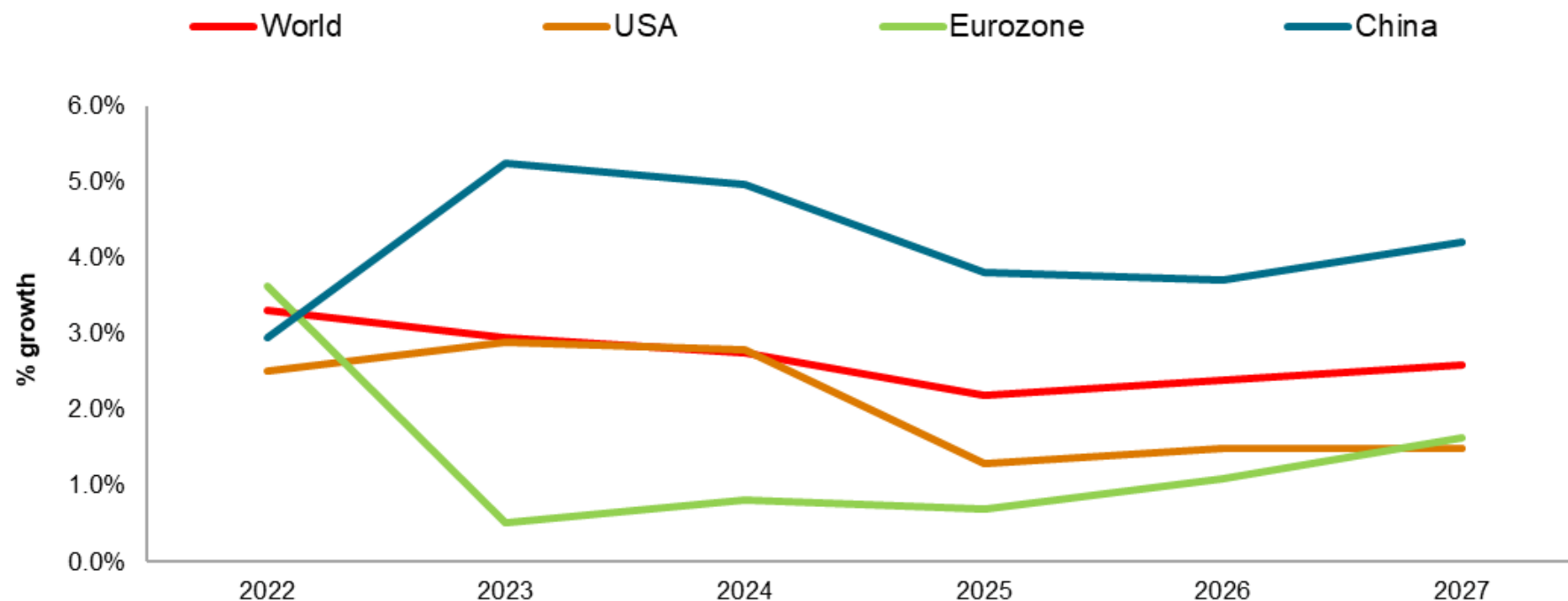
Source: US Census Bureau

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Global GDP growth forecast for 2025 lowered from 2.5% to 2.2%
In October 2024 it was nearer 3%

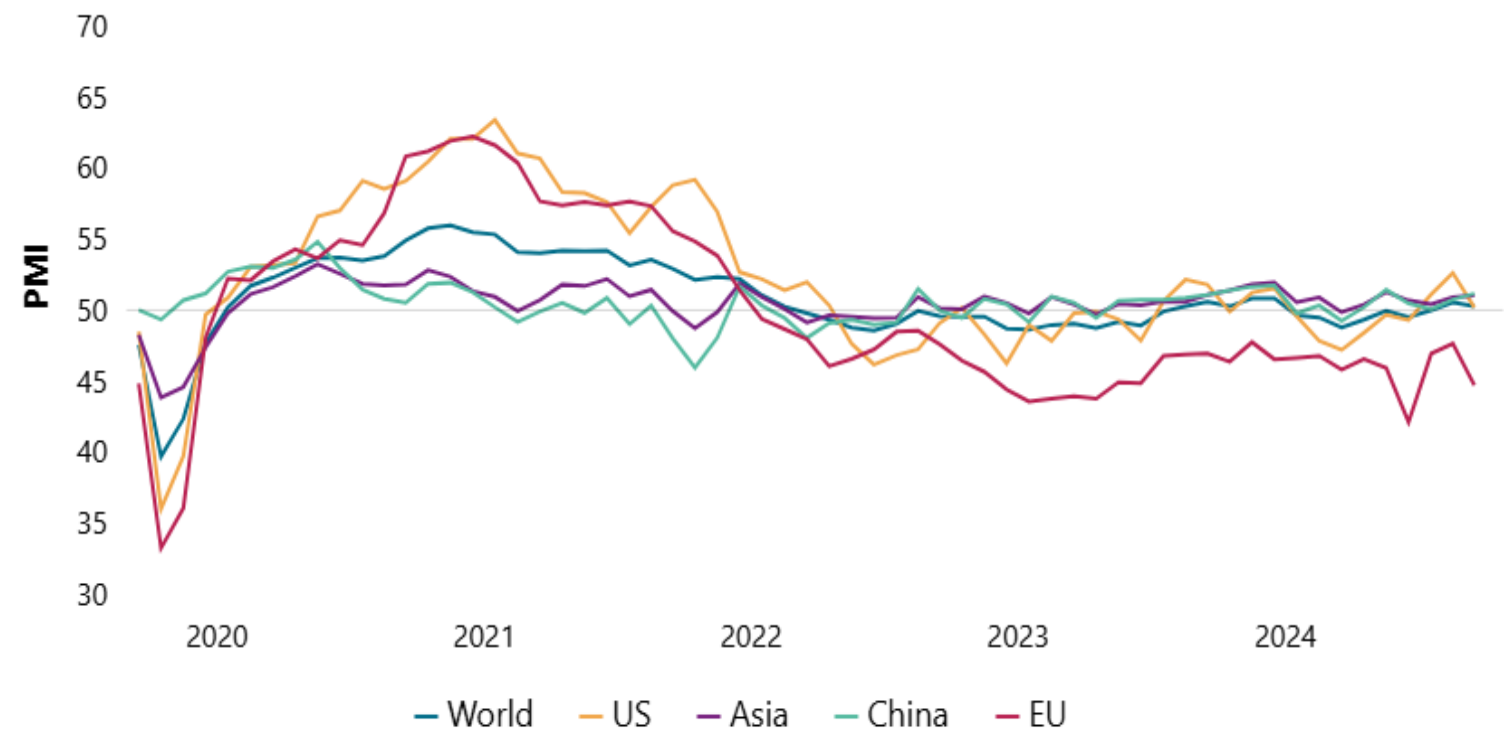
Real GDP growth (percentage change)



Data as at 17 April 2025
Source: S&P Global Market Intelligence

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World, US, Asia, China and EU manufacturing PMIs (S&P Global)

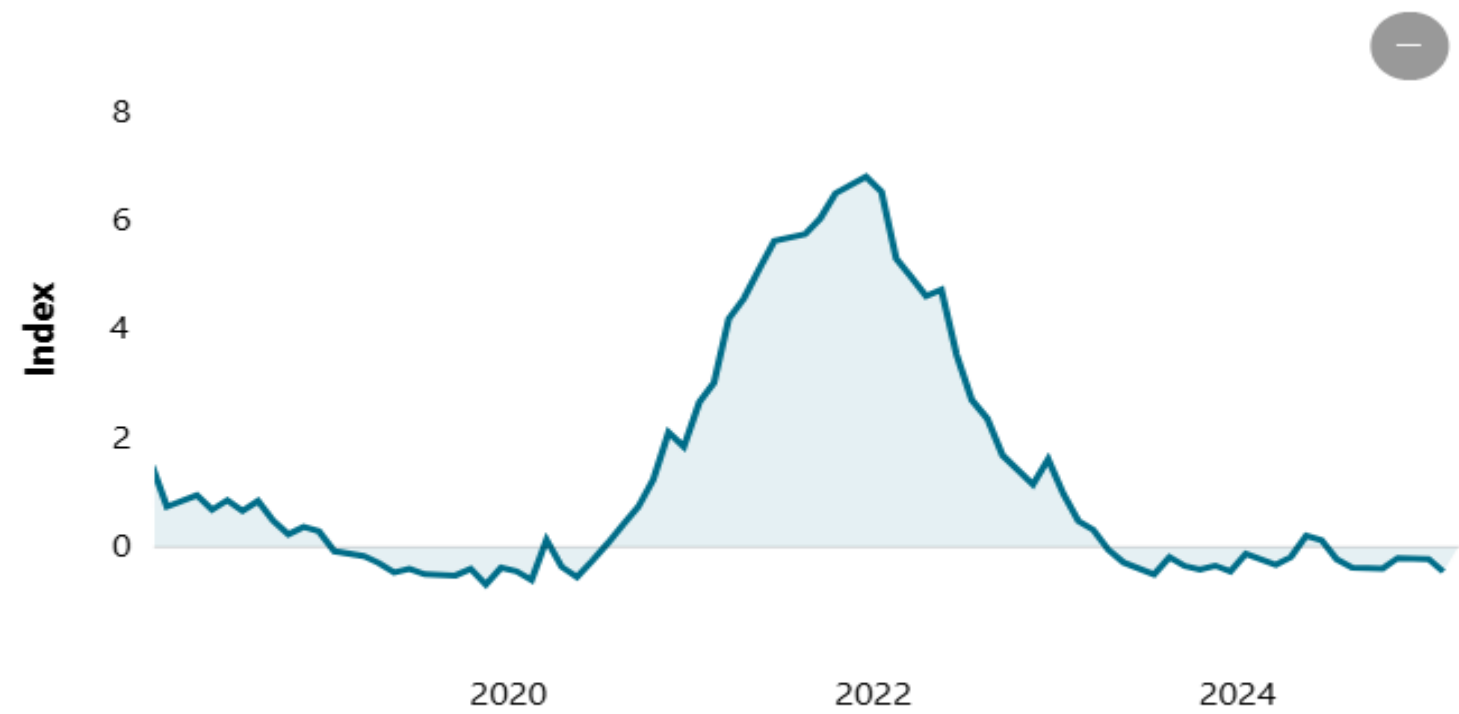


Source: S&P Global

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GEP Global Supply Chain Volatility Index (GEP and S&P Global)

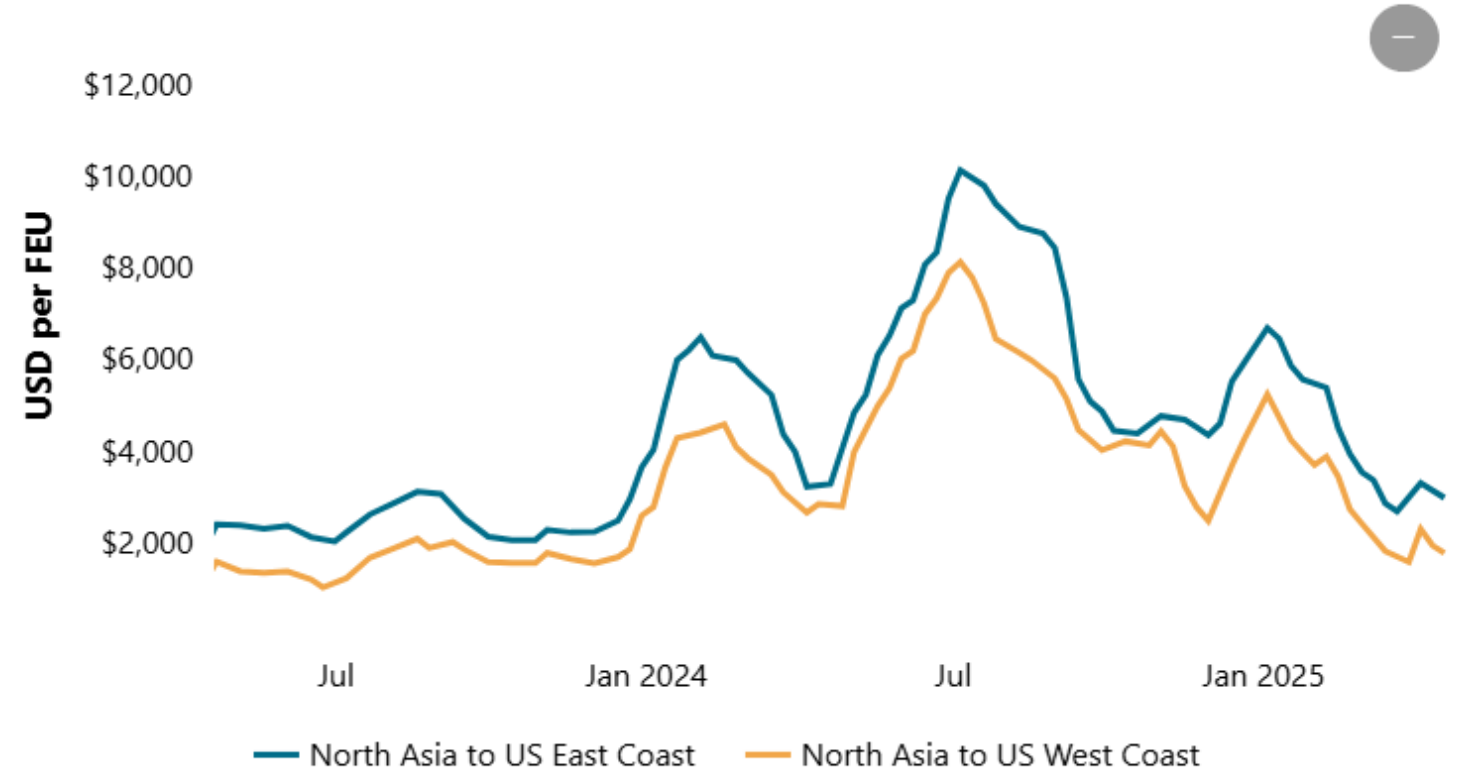


Source: GEP

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North Asia to US West and East Coast container spot rates (Platts)



Source: Platts, S&P Global

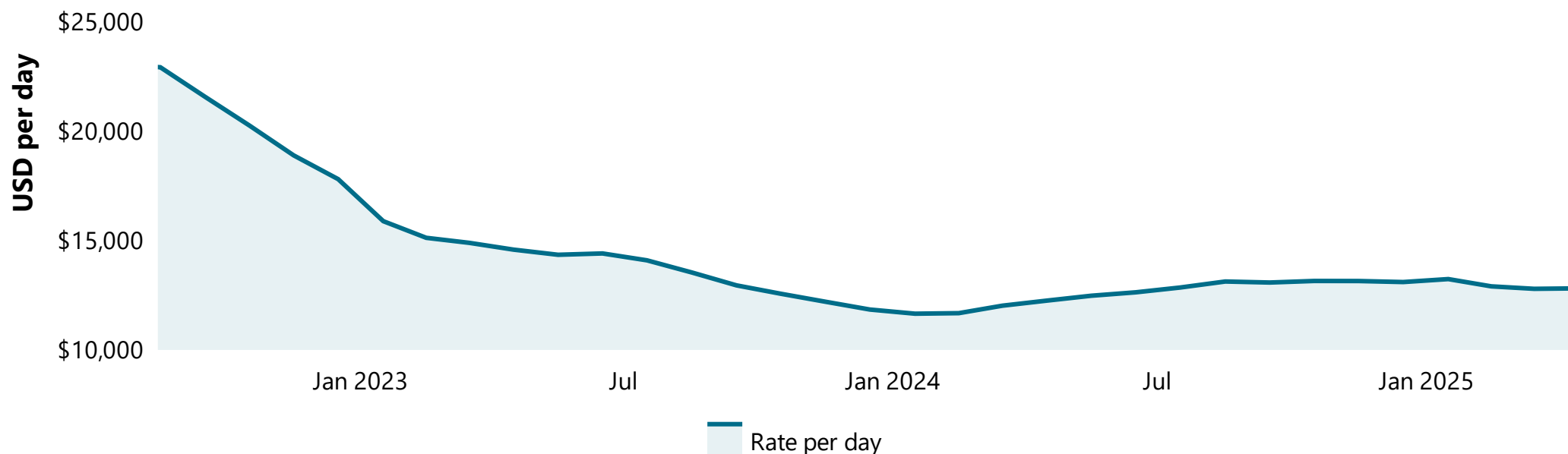
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April TMI up 0.16% on March 2025 and 4.58% on April 2024; Performing better than expected

Toeffer Multipurpose Index

Daily rate for a 12,500-dwt MPV HL "F-Type" vessel on a six- to 12-month charter



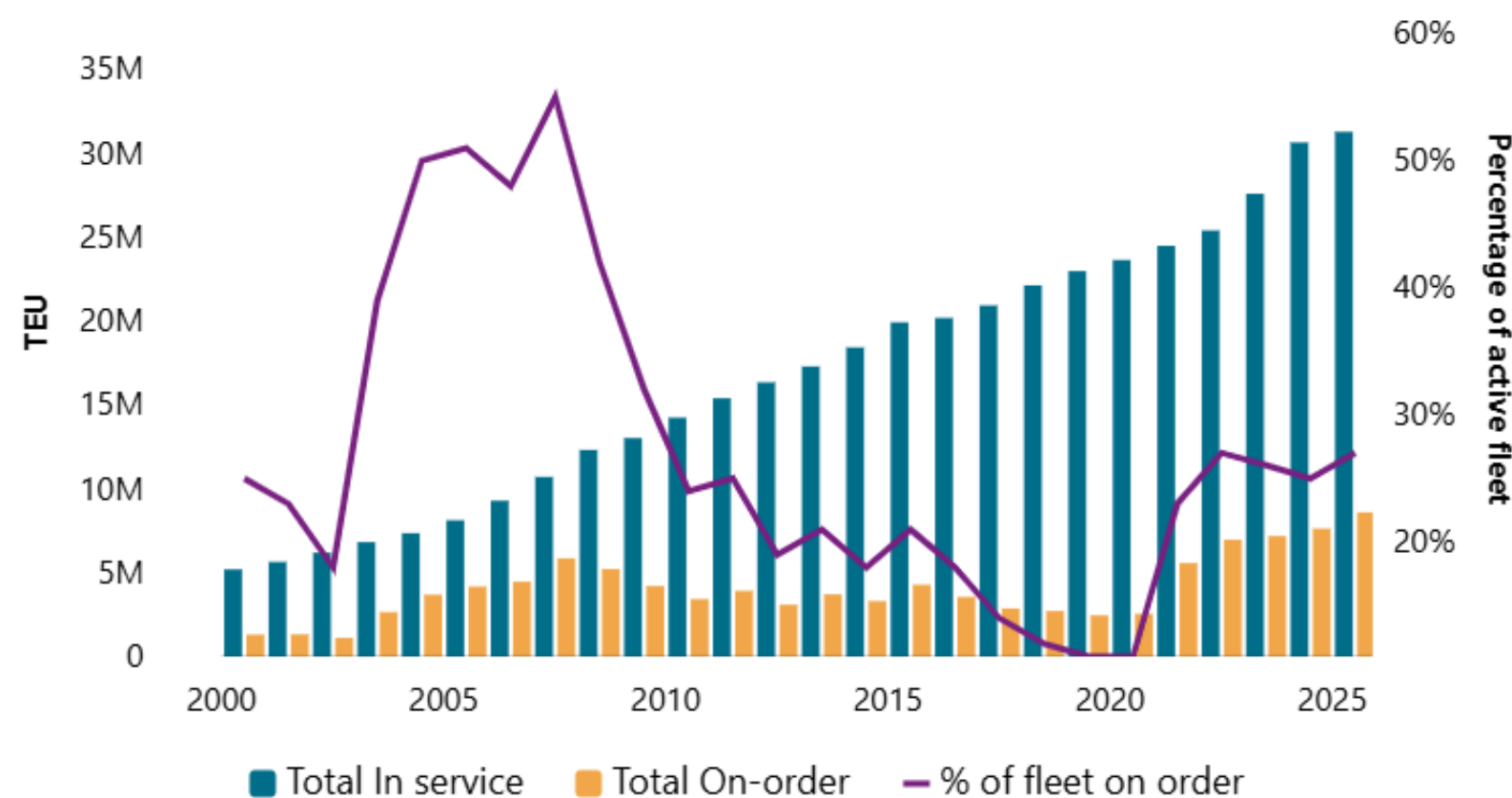
Notes: Toeffer's Multipurpose Index (TMI) is compiled from operators, owners and brokers

Source: Toeffer Transport

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Global container ship capacity in service and on order (Sea-web)



Source: Sea-web, S&P Global

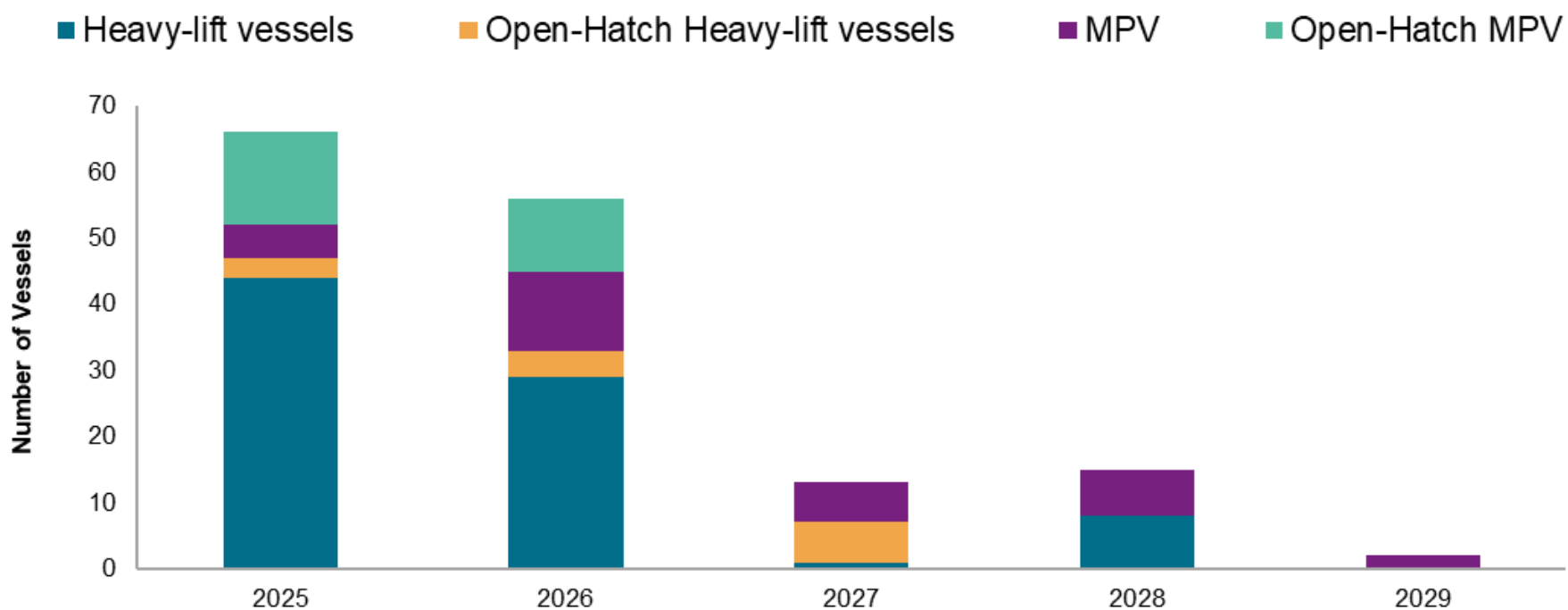
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Scheduled Orderbook

MPV orderbook dominated by heavy-lift capable tonnage

Heavy-lift capable vessels have a maximum combinable lift >240t SWL

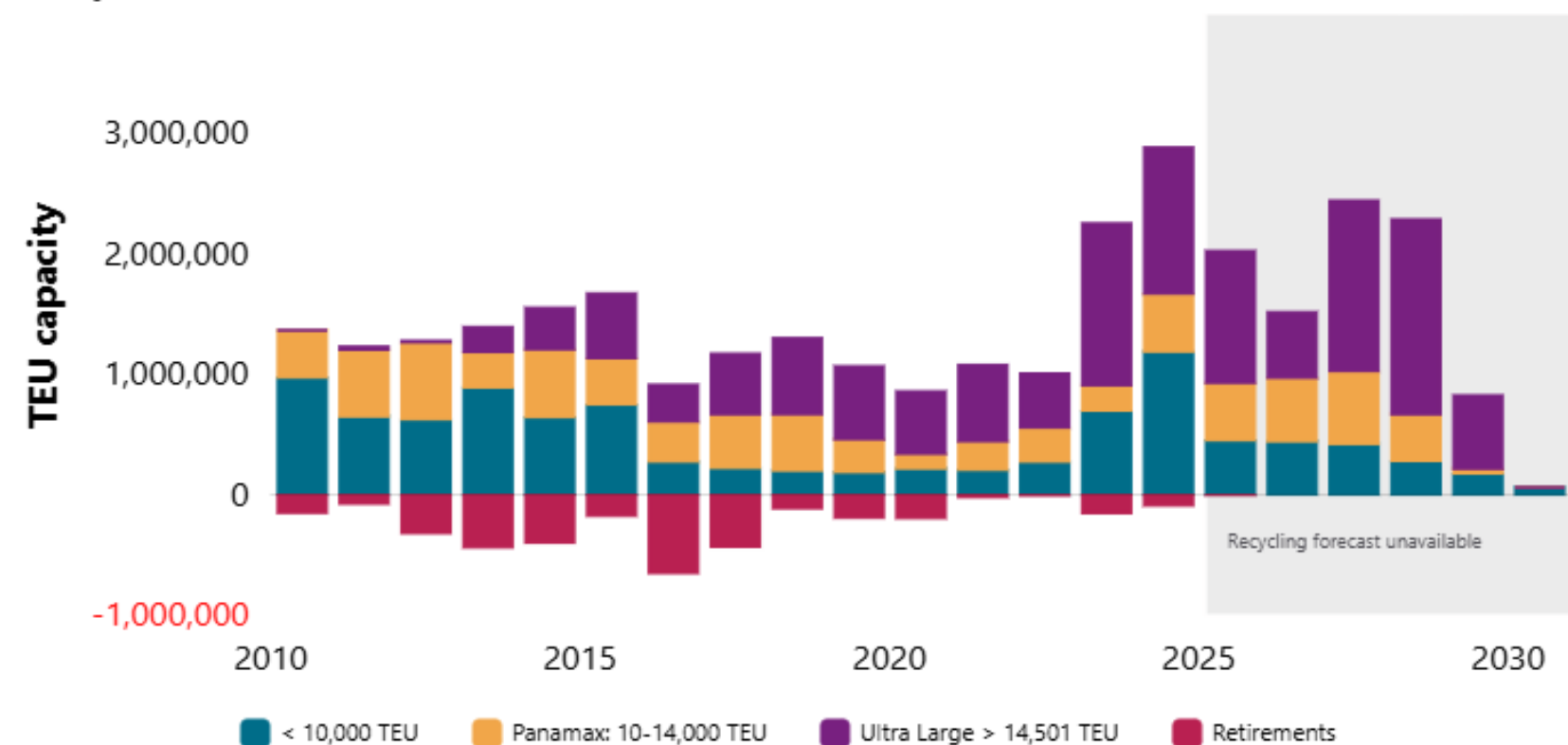


Data as at April 2025

Source: Journal of Commerce, S&P Global

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Container ship capacity deliveries and demolitions by vessel size (Sea-web)



Notes: Shaded areas indicate projected delivery

Source: Sea-web, S&P Global

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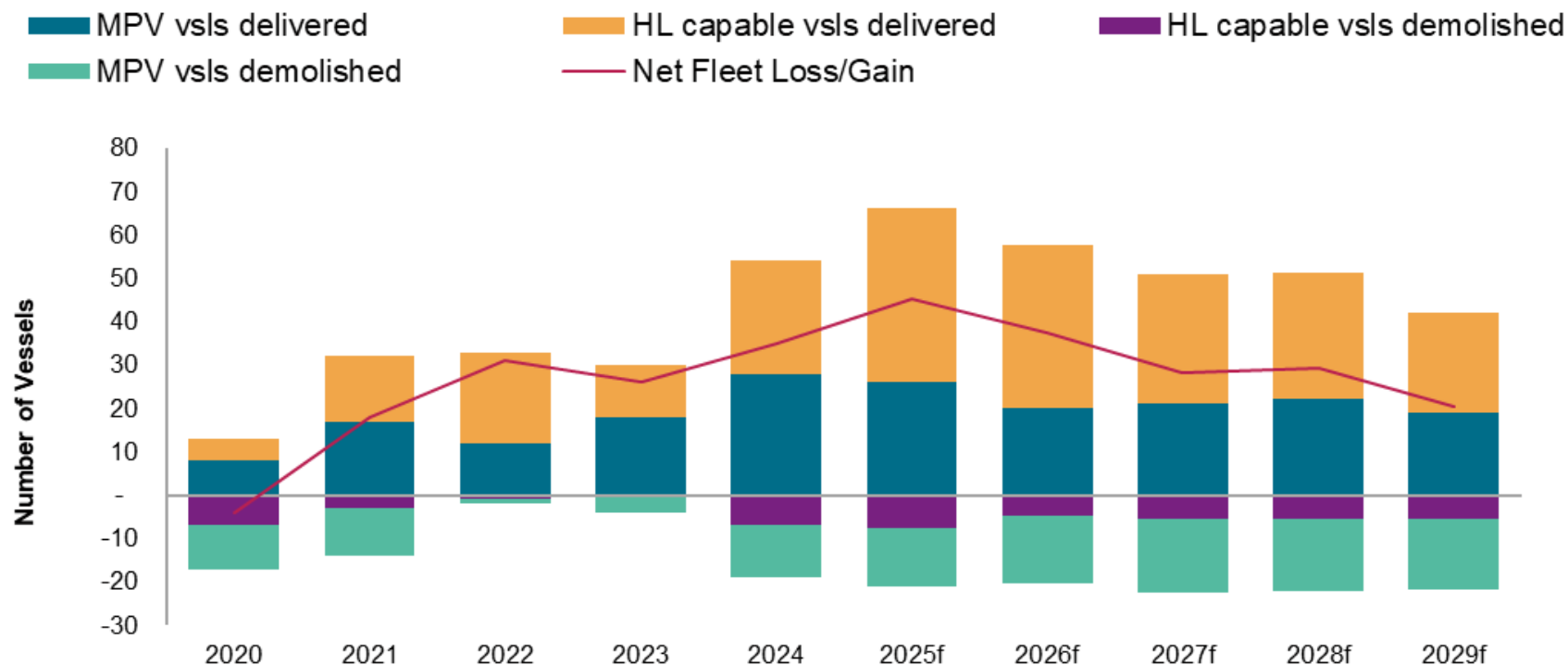
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Future Fleet

MPV/HL fleet to expand at 1.7% per year to 2029, mainly due to heavy-lift capable vessel deliveries

MPV and Heavy-lift vessel delivery, demolition and forecasts

Vessels delivered vs vessels demolished by number of vessels with forecast

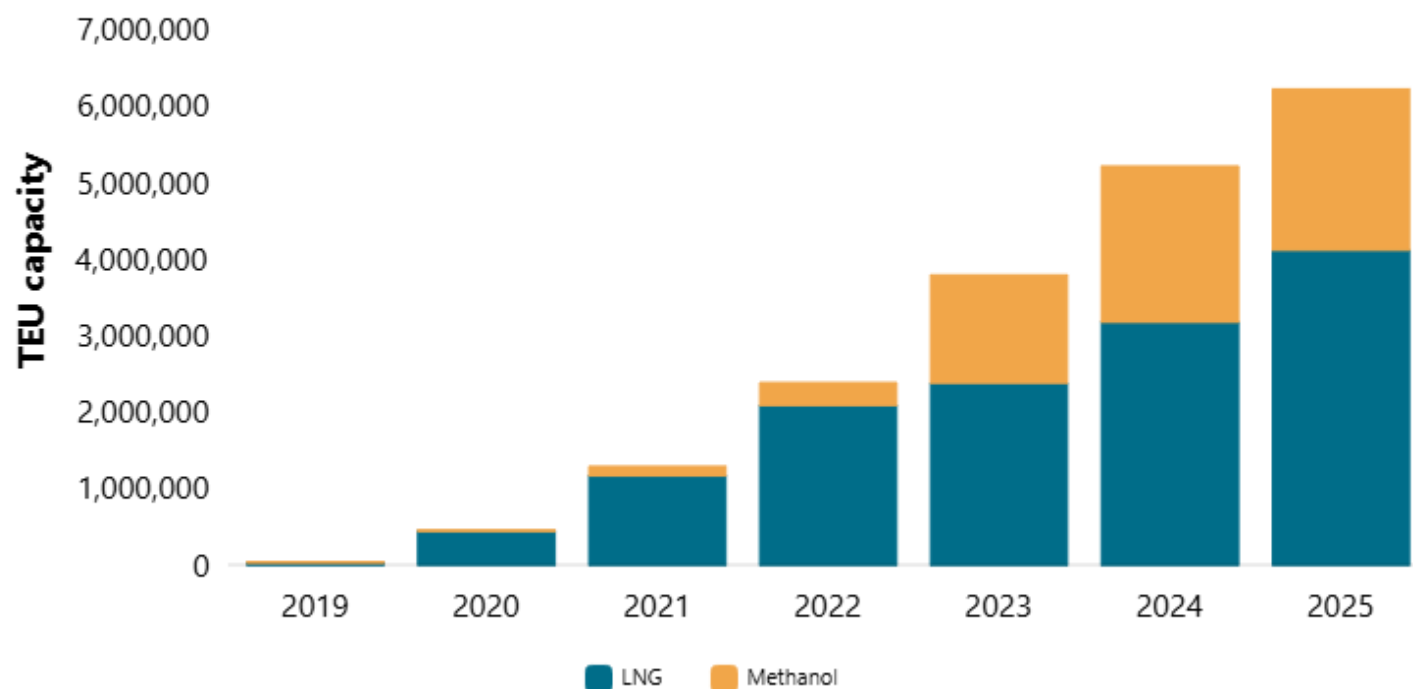


Notes: Heavy-lift maximum combinable lift>240mt SWL
Fleet defined by lift capability
Data as at April 2025
Source: Journal of Commerce, S&P Global

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LNG- and methanol-powered container ship capacity total on order (Sea-web)



Source: Sea-web, S&P Global

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USTR 301 on Chinese built ships – main highlights for MPV/HL vessels

- Chinese firms (definitions provided by USTR) operating Chinese built vessels fee is \$50 per net ton.
- Non-Chinese companies operating Chinese built vessels would pay \$18 per net ton.
- In both cases, there is a stepped increase after 6 months and then annually:
 - \$50, \$80, \$110, \$140 and \$18, \$23, \$28, \$33
- The fee is charged up to 5 times per year per vessel and is per string of port calls.
- **Exemptions for non-Chinese operated Chinese built vessels**
- The fees imposed in this Annex do not apply to U.S. government cargo.
- The fees imposed in this Annex **do not apply to the following** vessels:
 - (i) U.S.-owned or U.S.-flagged vessels enrolled in the Voluntary Intermodal Sealift Agreement, the Maritime Security Program, the Tanker Security Program, or the Cable Security Program;
 - (ii) vessels arriving empty or in ballast;
 - (iii) vessels with a capacity **of equal to or less than: 4,000 Twenty-Foot Equivalent Units, 55,000 deadweight tons**, or an individual bulk capacity of 80,000 deadweight tons;
 - (iv) vessels entering a U.S. port in the continental United States from a voyage of less than 2,000 nautical miles from a foreign port or point;
 - (v) U.S.-owned vessels, where the U.S. entity owning the vessel is controlled by U.S. persons and is at least 75 percent beneficially owned by U.S. persons;
 - (vi) specialized or special purpose-built vessels for the transport of chemical substances in bulk liquid forms; and
 - (vii) vessels principally identified as “Lakers Vessels” on CBP Form 1300, or its electronic equivalent.
- It will be up to the carriers to calculate their fee and provide supporting documentation upon request.

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USTR analysis vessels in service

Owner Country Non Chinese Owner
Country of Build CHINA
Dwt range >55,000 dwt

	No. of Vessels	Average NT
MPV max comb lift <239t	-	-
MPV max comb lift 240-749t	-	-
Open-hatch MPV	6	19,309
Specialised Heavy Load Carrier	2	14,903
Grand Total	8	18,207

	Non Chinese owned, Chinese built VsIs >55,000 dwt	Chinese owned, all vessels
Average charge per vessel, \$		
MPV max comb lift <239t	-	282,321
MPV max comb lift 240-749t	-	614,822
Open-hatch MPV	347,559	990,324
Specialised Heavy Load Carrier	268,254	433,740

Owner Country China
Country of Build All
Dwt range All

Row Labels	No. of Vessels	Average NT
MPV max comb lift <239t	117	5,646
MPV max comb lift 240-749t	69	12,296
Open-hatch MPV	55	19,806
Specialised Heavy Load Carrier	62	8,675
Grand Total	303	10,351
	19%	