

# **Navigating The Market & Trade Landscape:**

## **2024 & Beyond**

### **Container Trades Statistics**

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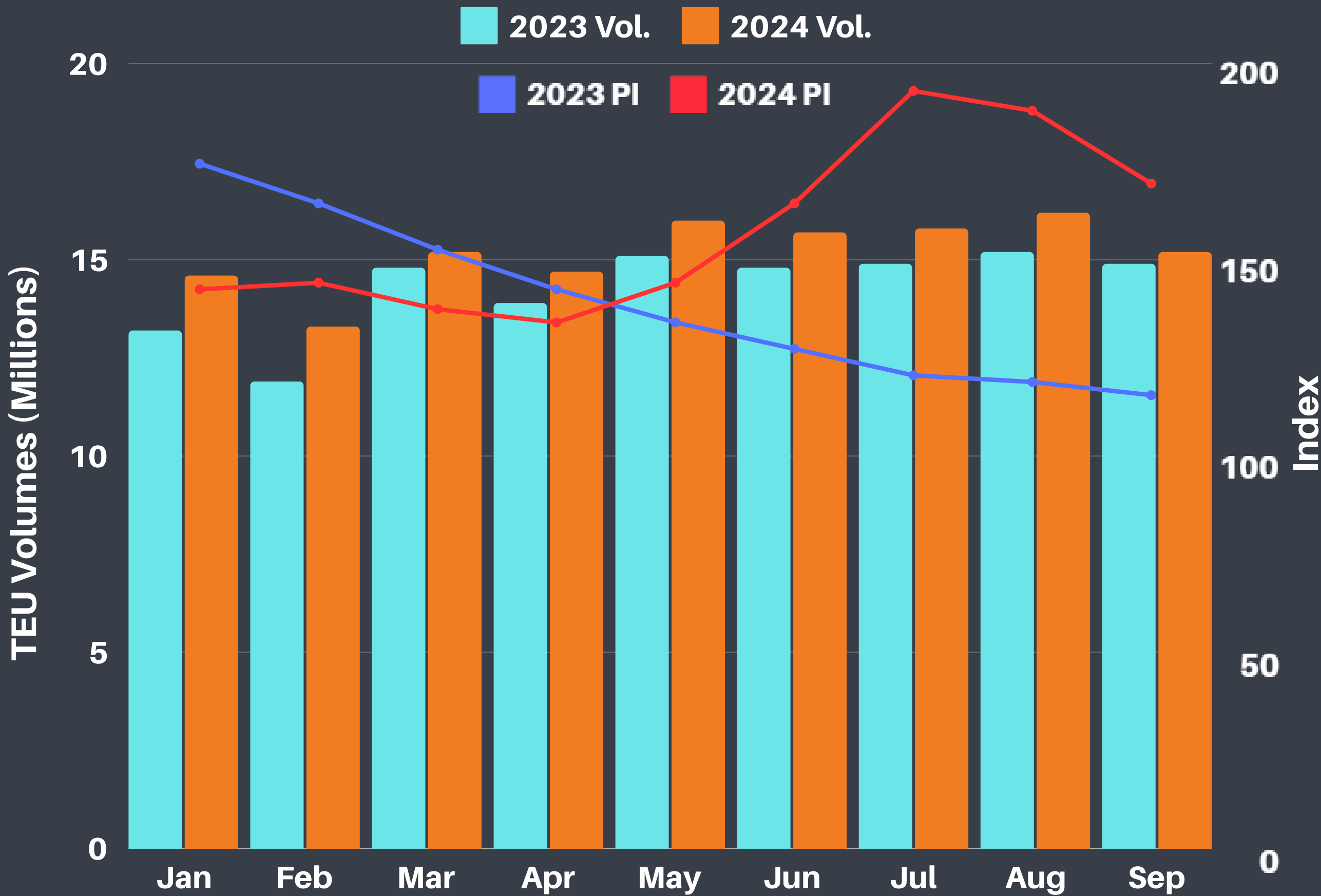
# TALKING POINTS

- Introduction
- 2024 VS 2023 Global Outlook
- CTS Index vs Spot Rate
- Far East to Europe Trade
- Far East to North America Trade
- Other Routes See Major Change



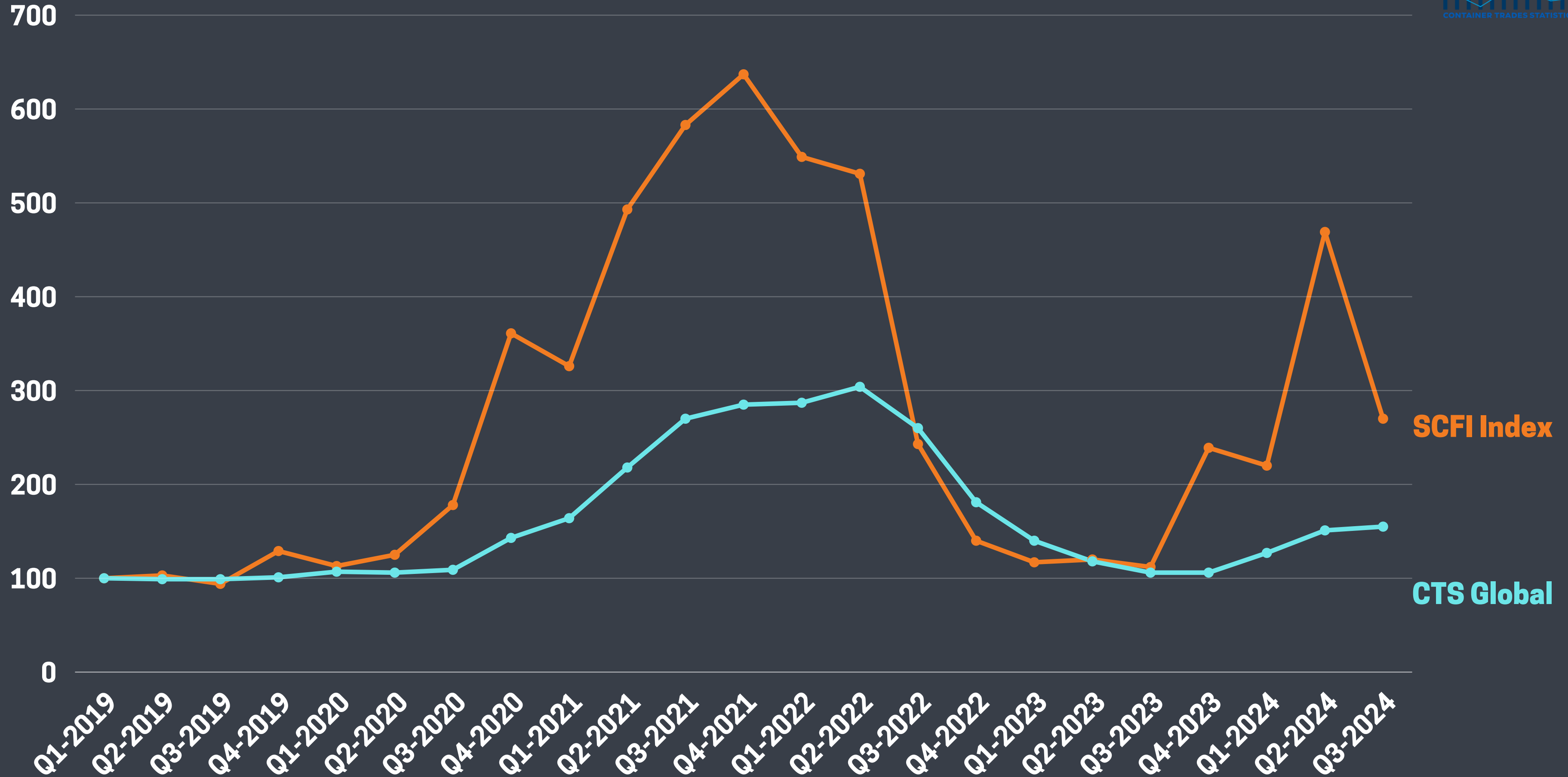


# Global Overview 2024

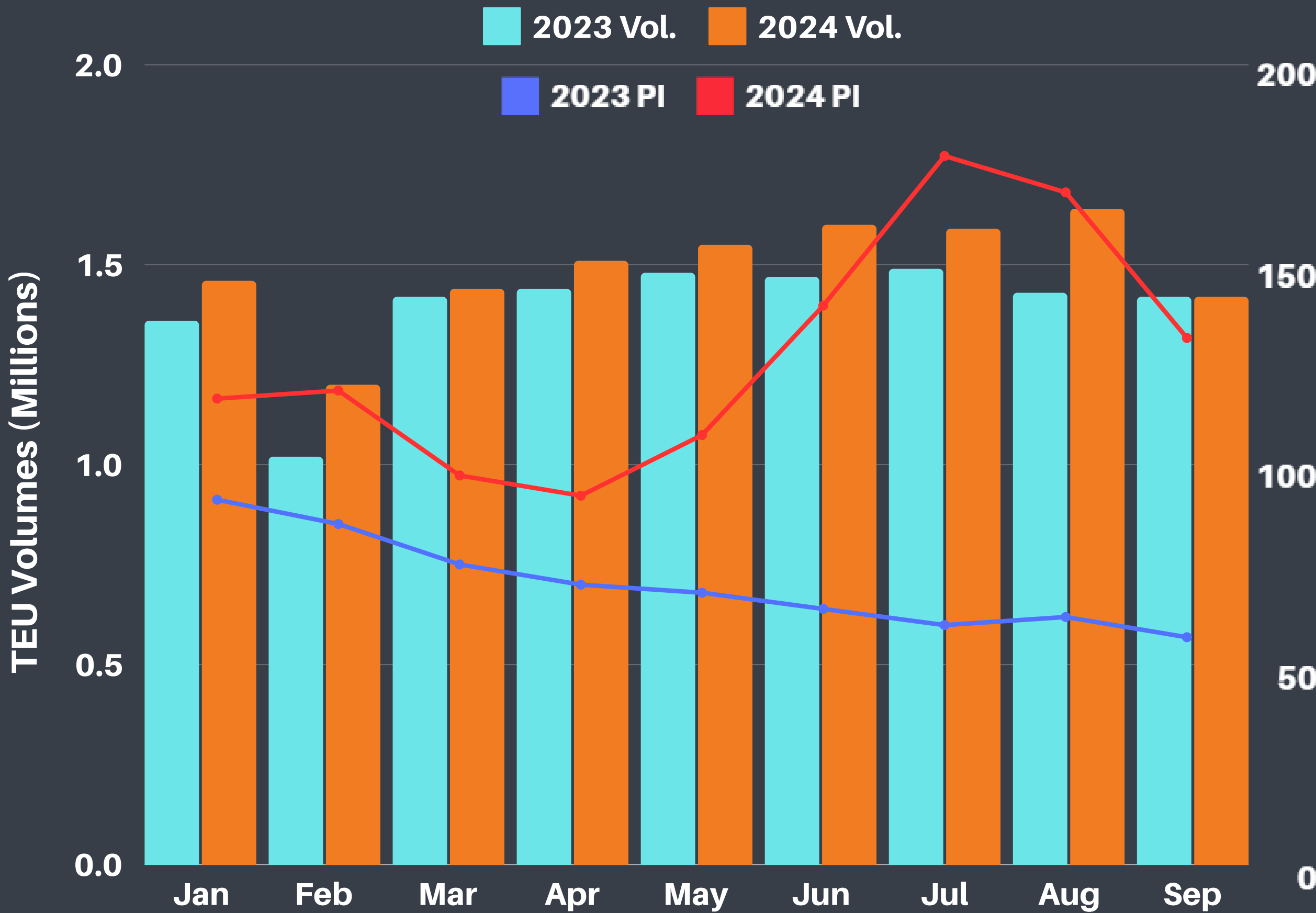


- Global volumes at a record high of 16.1M in August 24
- YTD volumes increased by 6.7%
- Red Sea disruption continues to affect carriers' operations

# Global CTS Price Index vs SCFI Spot Index



# Far East -> Europe 2024

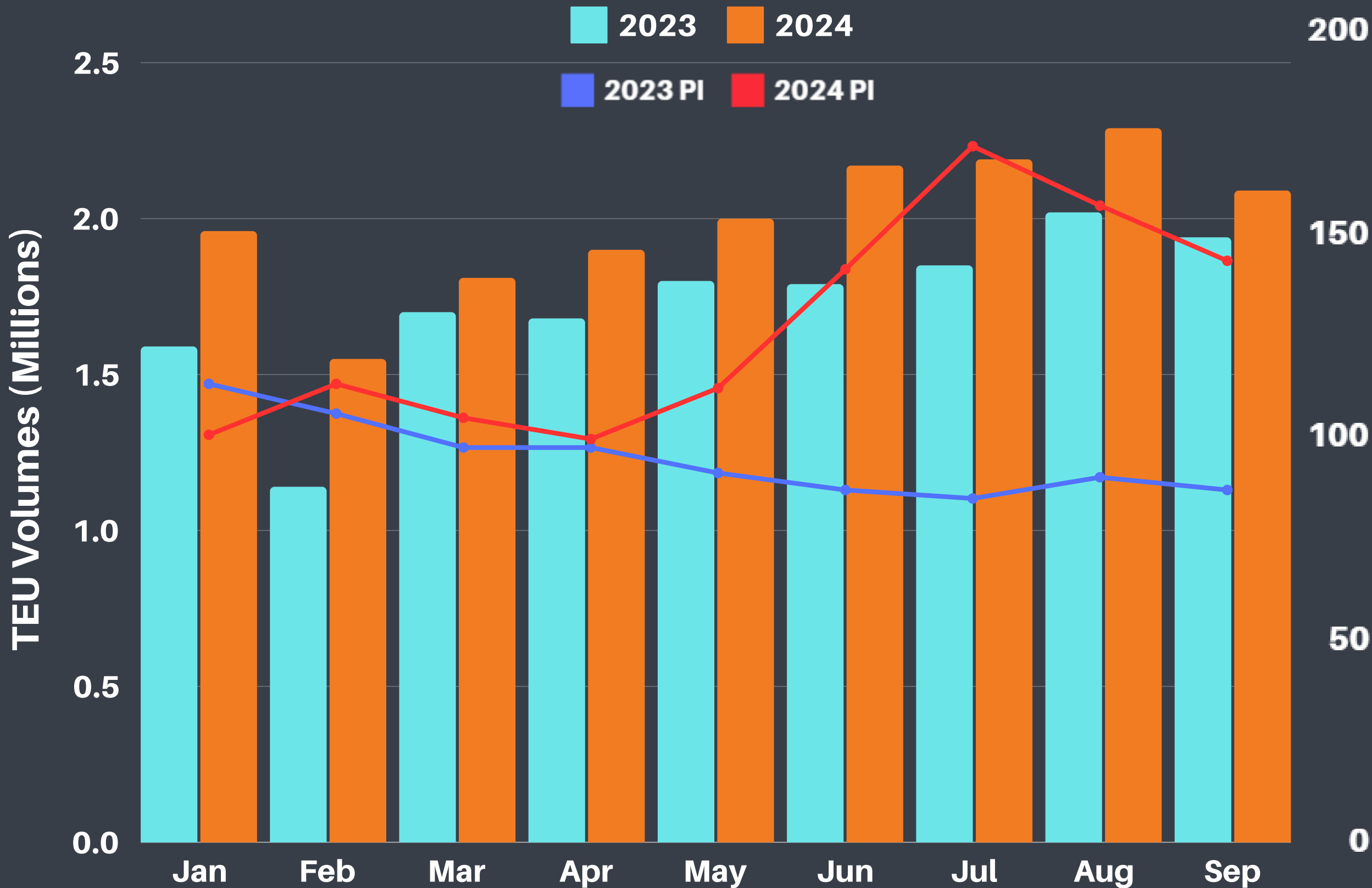


- YoY growth up 6.8%
- Q3/Q2 volumes flat
- September 24 volumes down 13.8% on August 24

### 2024 on 2023 YTD Asia to:

- North Europe 9% up
- West Med 8% up
- East Med 1% down
- Driven by import tariff fears in China & box shortages caused by Red Sea disruption

# Far East -> North America 2024



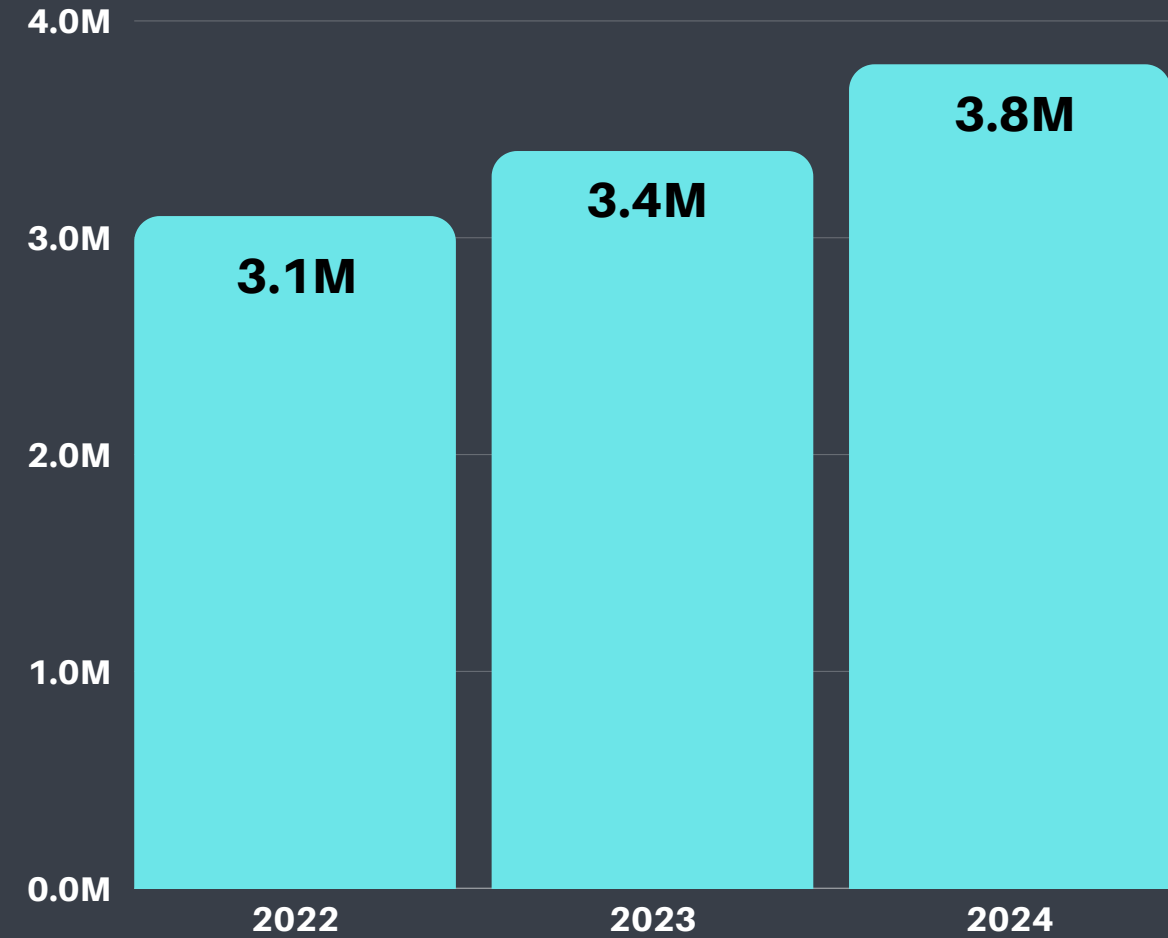
- Volumes up 16% on 2023
- Volumes up 2% on 2022
- Q3/Q2 2024 slowed to 8.2% growth

### Asia YTD 2024 to :

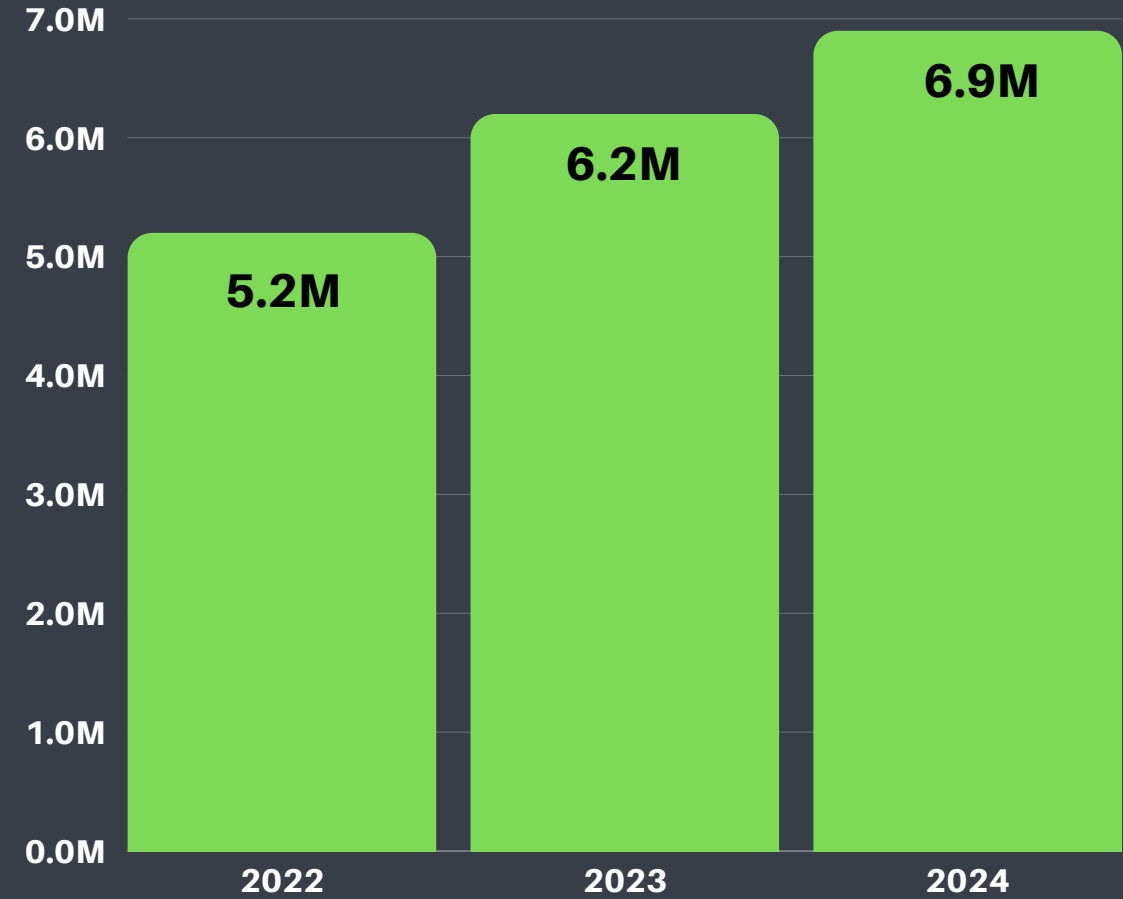
- US West Coast 19% up
- US East Coast 9% up
- Canada 22% up
- Mexico 16% up

# Other Route Changes

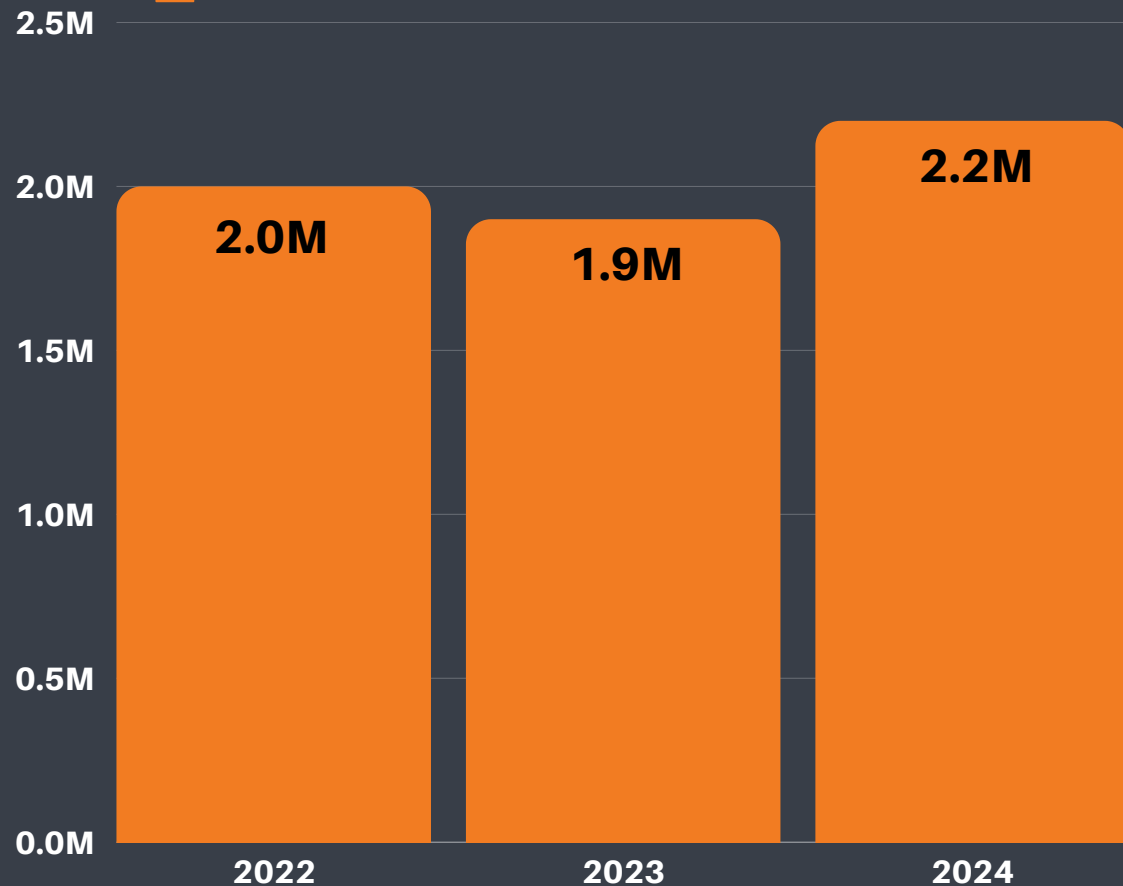
Far East to South & Central America YTD Volumes (Jan-Sep)



Far East to Indian Sub-Continent & Middle East YTD Volum...



Far East to Australasia & Oceania YTD Volumes (Jan-Sep)



- All three regions showing annual growth in 2024 between 12-15%
- China exporting strongly to other markets with no geopolitical impacts
- Impact of BRICS on trading strength

# Concluding Thoughts



## Point 1

2024 volumes are strong globally, avoiding capacity issues from carriers' new tonnage.



## Point 3

Red Sea disruption added between 20-30% additional nautical miles to the Europe route.



## Point 2

Global prices reacted to this push for demand and stretching capacity, primarily in the spot market only.



## Point 4

Strengths of new regional markets, particularly from China into Brazil & India.





**Thank you**  
**Any Questions?**

