

## Market Pulse 2024 Week 52

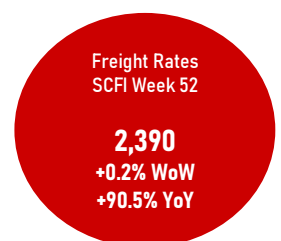
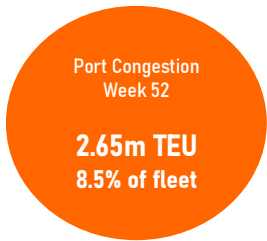
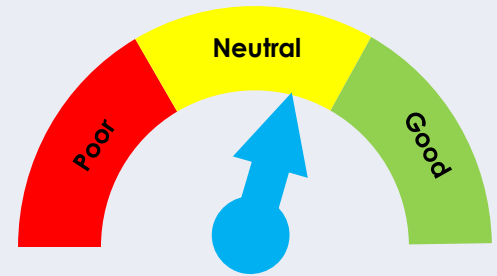
**IN FOCUS this week**  
 Red Sea transits drop

### MARKET BRIEF 2024 WEEK 52

The Red Sea shipping crisis has entered its second year with container vessel traffic on the Bab al-Mandab Strait down 70% by vessel count and 91% by TEU capacity since November last year. Although Red Sea traffic has risen since October due to an increase in new Red Sea connections by carriers such as X-Press Feeders, Emirates Shipping and Safeen built around the Middle East Gulf and Indian subcontinent hubs, the mainstream carriers are still shunning the Red Sea route with CMA CGM the only main carrier that continues to send its ships through the Red Sea. The situation is likely to continue in 2025 as the market settles down to the new network.

Carriers are still holding on to their recent freight rate gains with both the SCFI and CCFI recording small weekly gains but rates remain volatile with several carriers still offering price discounts to secure additional cargo volumes.

### CONTAINER MARKET BAROMETER 2024 WEEK 52

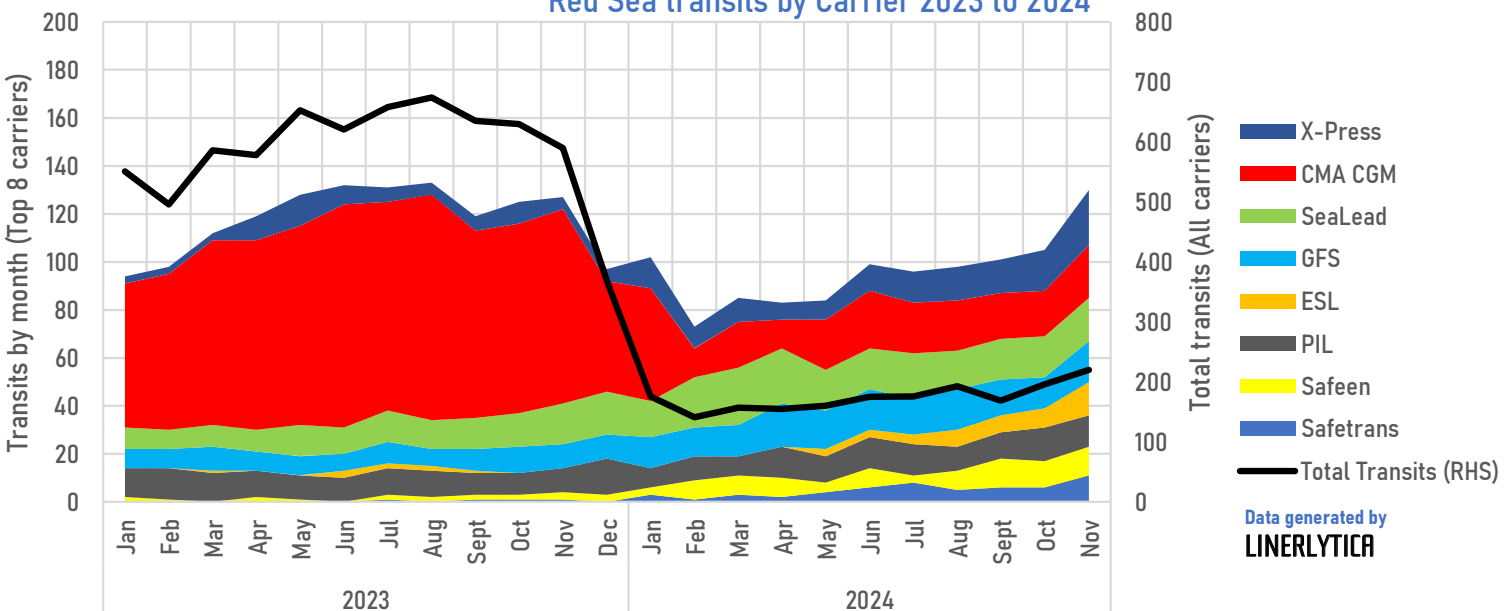


### Containership traffic on the Red Sea down by 70% since Houthi attacks began

The number of containership transits via the Red Sea has dropped by 70% since November 2023 when the Houthi attacks against commercial shipping started. The average number of monthly transits dropped from 606 in the first 11 months of 2023 to just 174 in 2024. When measured by total TEU capacity, the drop is even more severe at 91% as the average monthly capacity of containerships on the Red Sea has fallen from 5.9m teu last year to just 544,000 teu in 2024.

Several carriers have retained their Red Sea transits, including CMA CGM who has kept part its fleet on the route while all of the other Top 10 carriers have ceased all of their Red Sea transits since January this year. Since August, there has also been a rise in new services connecting the Indian Subcontinent and Middle East Gulf to the Red Sea by smaller carriers including X-Press Feeders, Emirates Shipping and Safeen while niche carriers on the Black Sea and Baltic Sea trades such as SeaLead and Safetrans have retained their Red Sea passage over the last 12 months.

Red Sea transits by Carrier 2023 to 2024



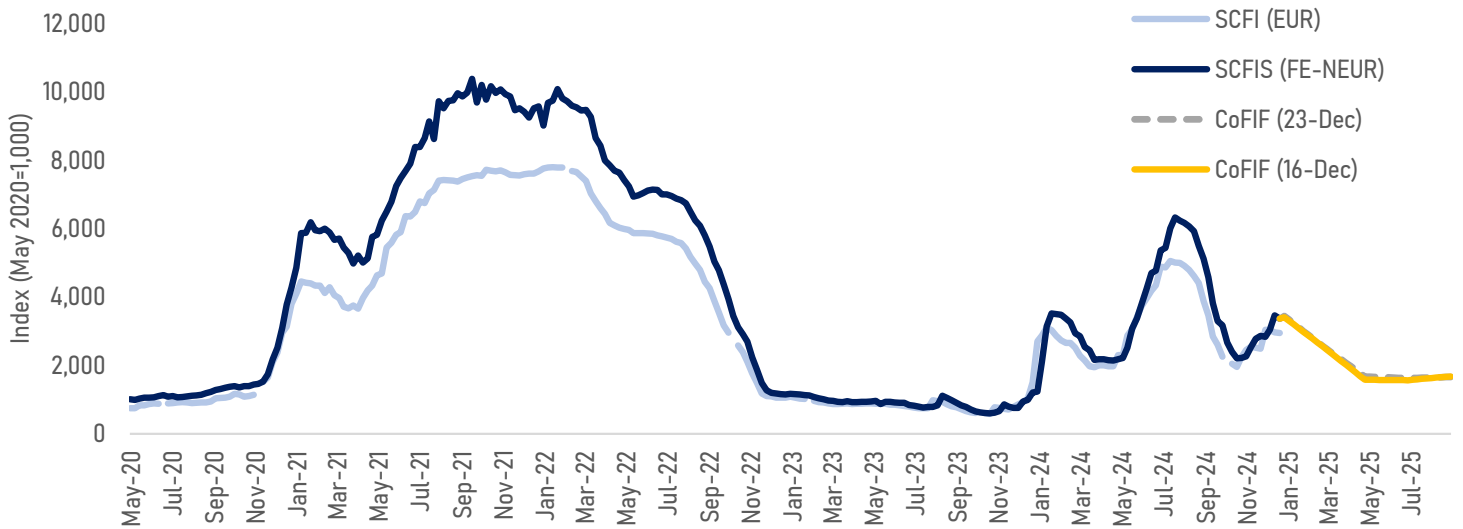
### Futures prices slip on rate peak fears

The main futures contract for EC2502 fell 2% week-over-week on significantly lighter volume compared to previous weeks, with traders liquidating 11% of their open interest amidst concerns that spot rates may have peaked. Longer-dated freight futures dropped further on weakening sentiment for post Chinese New Year rate developments with sellers increasing their short positions.

Traders were spooked by Maersk's rate quotation for January shipments that was \$500 below the \$6,000 per FEU target set by other liners which triggered a reaction from MSC with an even lower rate of \$5,240 per FEU. Although vessel utilization for departures from the Far East rebounded strongly over the past two weeks due to the year end volume surge, carriers remain cautious in their pricing outlook ahead of the alliance reshuffle in February next year.

Contracts	Closing Price			Vs SCFIS	Avg Daily Volume (contracts)			Avg Daily Turnover (\$M)			Open Interest (contracts)		
	23-Dec	16-Dec	WoW		3,364	Week 51	Week 50	WoW	Week 51	Week 50	WoW	23-Dec	16-Dec
EC2412	3,445	3,420	1%	2%	336	521	-35%	8	12	-35%	2,304	3,196	-28%
EC2502	2,584	2,629	-2%	-23%	29,127	38,800	-25%	517	672	-23%	29,936	33,567	-11%
EC2504	1,680	1,652	2%	-50%	22,799	19,882	15%	257	221	16%	20,473	20,797	-2%
EC2506	1,644	1,638	0%	-51%	8,506	8,907	-4%	92	98	-6%	10,397	10,178	2%
EC2508	1,690	1,761	-4%	-50%	7,945	6,773	17%	88	80	11%	10,944	9,866	11%
EC2510	1,347	1,500	-10%	-60%	5,693	4,968	15%	51	48	7%	12,310	10,255	20%
<b>Total</b>					<b>74,406</b>	<b>79,850</b>	<b>-7%</b>	<b>1,013</b>	<b>1,131</b>	<b>-10%</b>	<b>86,364</b>	<b>87,859</b>	<b>-2%</b>

Shanghai Export Containerized Freight Index based on Settled Rates (SCFIS) vs Futures



CoFIF Daily Closing Price

