

## Market Pulse 2025 Week 23

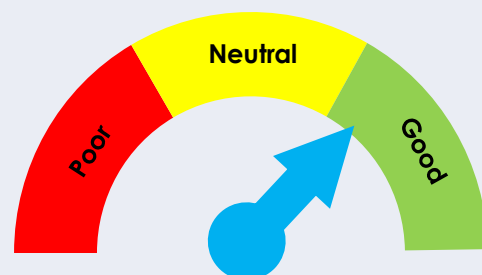
**IN FOCUS this week**  
No box shortage in China

### MARKET BRIEF 2025 WEEK 23

Asia to US freight rates have peaked after carriers rolled back the increases from the last 2 weeks as the new Transpacific capacity injections have exceeded market demand, especially to the Los Angeles/Long Beach PSW gateway where carriers are struggling to fill the ships. Although PNW and US East Coast capacity remains tight, it will not be enough to push through a fresh round of rate increases in mid-June as the carriers focus on holding their recent gains. Carriers' initial exuberance has been curbed, with several transpacific extra loaders withdrawn as rates tumbled barely a week after the 1 June rate hike.

The absence of any container shortage in Asia, as well as the manageable port congestion situation has capped the rate surge, with the SCFI expected to reverse course this week after 4 consecutive weekly gains.

### CONTAINER MARKET BAROMETER 2025 WEEK 23



Port Congestion  
Week 23

**2.39m TEU**  
7.5% of fleet

Idle  
Containerships

**37 ships**  
**67,874 TEU**  
0.2% of fleet

Ships Delivered  
Last 30 days

**25 ships**  
**241,155 teu**

Ships Deleted  
Last 30 days

**2 ships**  
**2,150 teu**

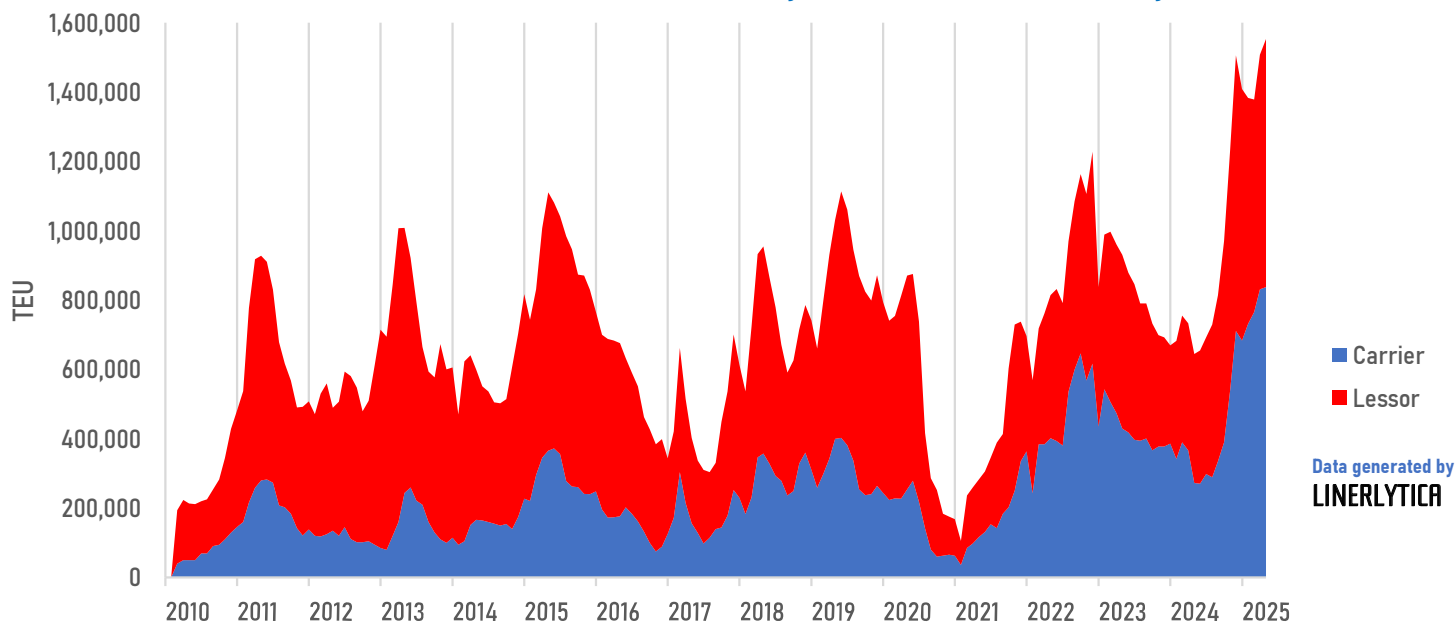
Freight Rates  
SCFI Week 23

**2,240**  
+8.1% WoW  
-29.7% YoY

### No box shortage to drive sustained freight rate surge

New container inventories in China climbed to a record high of 1.55m TEU at the end of May, with the recent surge in Transpacific cargo demand failing to run down the supply of containers. Concerns over container shortages proved to be unfounded despite the delays in returning empty containers from Europe and North America given the ready availability of new boxes with both carriers and lessors taking advantage of the recent drop in new equipment prices to order more boxes. New box deliveries reached over 520,000 TEU in May, with over 2.3m TEU already delivered so far this year, ensuring that there will not be a repeat of the severe box shortage that the market experienced in 2021 when Chinese box inventories dropped to just 0.1m TEU at the height of the COVID crisis.

### Dry Containers : Newbuild Inventory in China



## EC traders continued to exit futures market

The EC2506 contract, which will be settled based on the average SCFIS published on the last three Mondays of June, currently trades at a 46% premium to the SCFIS, which remained in a narrow band of 1,247-1,265 index point in the last 3 weeks. Even if SCFIS matches the SCFI's 38% gain last week, rates need to rise further to match current forward prices. Maersk's extended their low Freight All Kinds (FAK) quotation for the second week of June at just \$2,100 per FEU mid-week before raising them above \$2,300 per FEU at the end of last week.

Market attention has shifted to forward rates, with CMA CGM offering \$4,000 per FEU for July shipments. The benchmark container freight index futures contract for EC2508 traded within a narrow range of 1,930 to 2,150 last week, as traders continued to unwind positions. Open interest declined by 13% week-on-week to just 86,464 contracts, marking the lowest level since 14 April.

	Closing Price			Vs SCFIS	Avg Daily Volume (contracts)			Avg Daily Turnover (\$M)			Open Interest (contracts)		
Contracts	30-May	26-Apr	WoW	1,253	Week 21	Week 20	WoW	Week 21	Week 20	WoW	30-May	26-Apr	WoW
EC2506	1,835	1,842	0%	46%	11,762	26,745	-56%	147	328	-55%	11,037	19,342	-43%
EC2508	2,075	2,085	0%	66%	97,151	85,551	14%	1,380	1,301	6%	41,824	46,519	-10%
EC2510	1,346	1,379	-2%	7%	14,226	14,516	-2%	136	145	-6%	23,127	23,511	-2%
EC2512	1,528	1,568	-3%	22%	1,388	1,817	-24%	15	20	-26%	4,410	4,440	-1%
EC2602	1,368	1,405	-3%	9%	757	634	19%	7	6	16%	2,783	2,686	4%
EC2604	1,200	1,243	-3%	-4%	726	835	-13%	6	7	-15%	3,283	3,165	4%
Total					126,009	130,098	-3%	1,691	1,808	-6%	86,464	99,663	-13%

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

