Container Shipping Market Overview & Outlook Q3 2023

Highlights



Demand



The IMF forecasts that the global economy will grow by 3.0% in both 2023 and 2024, significantly slower than the 3.7% average growth rate in the 2010s.



Global conditions for manufacturing are challenging. The global manufacturing PMI has been below 50.0 for nine of the last ten months, indicating slowing activity.



Retail sales in the EU and US are only slightly down from the COVID peak. In the US, excess savings amassed during COVID are almost spent, potentially hurting future retail sales.



In the US, the inventory to sales ratio remains above COVID level for manufacturing and wholesale sectors, indicating possible need to still shed inventory.

Supply



Contracting of new ships continues at a faster than normal pace and the order book remains near the record high. Capacity delivered during 2023 and 2024 will reach 5.0 million TEU.



Recycling of ships remains low. It is expected to gather momentum during 2024 and 725,000 TEU is forecast to be recycled during 2023 and 2024 combined.



Supply will grow 6 pp faster than the fleet in 2023 due to lower congestion than in 2022. Panama Canal restrictions have so far not delayed container ships much.



Year to date 2023, container ships have on average sailed 3.5% slower than in 2022. Supply is expected to grow 3 and 5 pp slower than the fleet in 2023 and 2024.

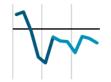
Supply/demand



The fleet is expected to grow 7.9% in 2023 and 7.8% in 2024. Due to lower congestion and slower sailing speed, supply is forecast to grow 10.9% in 2023 and 2.8% in 2024.



Recovery of growth in head-haul and regional trade volumes has been slow in 2023. We expect demand growth between 0% and 1% in 2023 and between 3.5% and 4.5% in 2024.



Despite a slight improvement in 2024, the supply/demand balance will remain weak and freight rates, time charter rates, and second-hand ship prices will remain under pressure.