

Quick Facts

- Global container trade has grown about 2-3 times faster than global economy.
- U.S. container trade grows a little slower.
- Containership fleet capacity has grown about 4-5 times faster than the global economy.
- The post-panamax fleet has grown about 7-8 times faster than the global economy.

Fleet

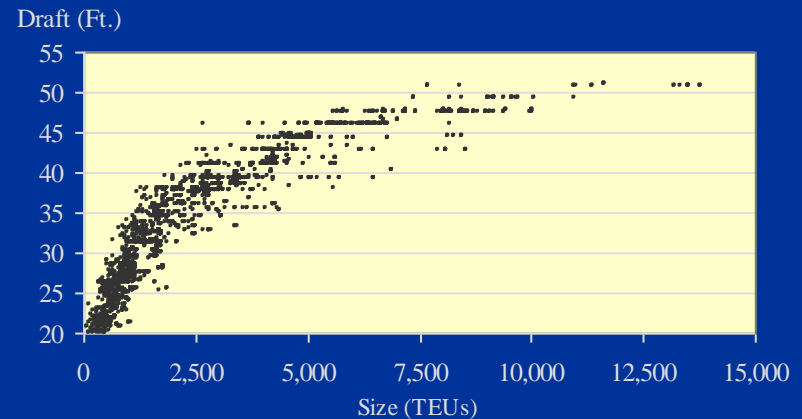
Post Panamax LOTTO ?

World Containership Fleet by Size, Year-End 2009

Size (TEU)	No.	Mil. TEUs	Age	Draft	Speed
All Sizes	4,8??	12.9	10.8	34.0	20.4
$\geq 5,000$	7??	5.2	5.2	46.1	25.1
$< 5,000$	4,066	7.7	11.8	31.8	19.5

Source: Clarkson Research.

Global Containership Fleet, Size (TEUs) V. Draft,
Year-End 2009



- Post-Panamax Fleet (5,000+ TEU) accounts for 40 percent of fleet capacity.
- PPF fleet draws an average of 46 feet of water.
- PPF is on average 29 percent faster than rest of the fleet.

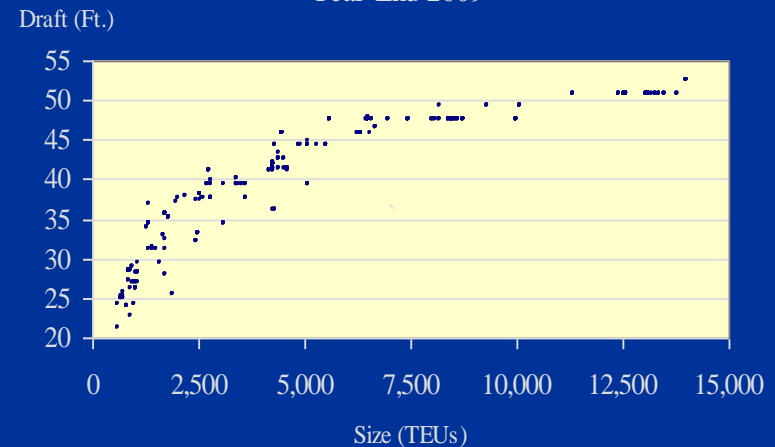
Orders

World Containership Orders by Size, Year-end 2009

Size (TEU)	No.	Mil. TEUs	Age	Draft	Speed
All Sizes	803	4.7	-	41.2	22.5
> 5,000	358	3.5	-	48.6	25.1
< 5,000	445	1.2	-	35.3	20.8

Source: Clarkson Research.

World Containership Orders by Size (TEUs),
Year-End 2009



- Containership orders account for about 36 percent of the year-end 2009 fleet capacity.
- Post-Panamax Fleet (5,000+ TEU) accounts for 74 percent of the capacity on order.
- PPF fleet on order draws an average of 49 feet of water.
- Assuming zero scrapping, the PPF will grow to about 49 percent of the fleet capacity over the next 3 years.

Post- Panamax Calls, A Big Trend!

Containership Calls at U.S. Ports by Size, 2003-2009							
Size (TEUs)	2004	2005	2006	2007	2008	2009	% Ch. 2004-09
< 2,000	3,906	3,994	4,146	3,904	3,493	3,290	-15.8
2,000 - 2,999	4,541	4,410	3,986	4,099	3,347	2,677	-41.0
3,000 - 3,999	3,888	3,624	3,333	2,866	2,460	2,500	-35.7
4,000 - 4,999	4,210	4,226	4,782	5,033	5,121	5,305	26.0
>= 5,000	1,734	2,288	3,344	3,961	4,314	4,434	155.7
Total Calls	18,279	18,542	19,591	19,863	18,735	18,206	-0.4
U.S. TEUs/Call	3,235	3,314	3,502	3,597	3,744	3,848	18.9
Source: Maritime Administration, Vessel Calls at U.S. Ports.							

- Post-Panamax calls up 156 % over the last five years.
- In 2009, Post-Panamax calls accounted for 24 percent of containership calls at U.S. ports, up from 9 percent five years earlier.

Post-Panamax Capacity Calling, A Bigger Trend!

Containership Capacity Calling at U.S. Ports by Size, 2003-2009 (Thousand TEUs)							
Size (TEUs)	2004	2005	2006	2007	2008	2009	% Ch. 2004-09
< 2,000	5,598	5,683	5,966	5,613	4,916	4,498	-19.7
2,000 - 2,999	11,383	11,080	9,994	10,334	8,509	6,836	-39.9
3,000 - 3,999	13,506	12,548	11,537	10,023	8,631	8,656	-35.9
4,000 - 4,999	18,471	18,630	21,041	22,257	22,705	23,635	28.0
>= 5,000	10,170	13,510	20,071	23,224	25,378	26,432	159.9
Total	59,128	61,450	68,609	71,451	70,139	70,057	18.5
U.S. TEUs/Call	3,235	3,314	3,502	3,597	3,744	3,848	18.9

Source: Maritime Administration, Vessel Calls at U.S. Ports.

- In 2009, Post-Panamax vessels accounted for 38 percent of containership capacity calling at U.S. ports, up from 17 percent 5 years earlier.

Bigger Ships/Fewer Ports

Containership Capacity Calling, Percent, 2009 (TEUs in Thousands)						
Size (TEUs)						
	<5,000		>=5,000		Total	
Ports	TEUs	%	TEUs	%	TEUs	%
Top 5	22,070	51	21,290	81	43,360	62
Top 10	35,327	81	25,060	95	60,387	86
Top 20	42,383	97	26,421	100	68,804	98
Total	43,625	100	26,432	100	70,057	100
Source: Clarkson Research.						

- As 5,000+ TEU fleet grows, 86 percent for Top 10 ports will move toward 95 percent.

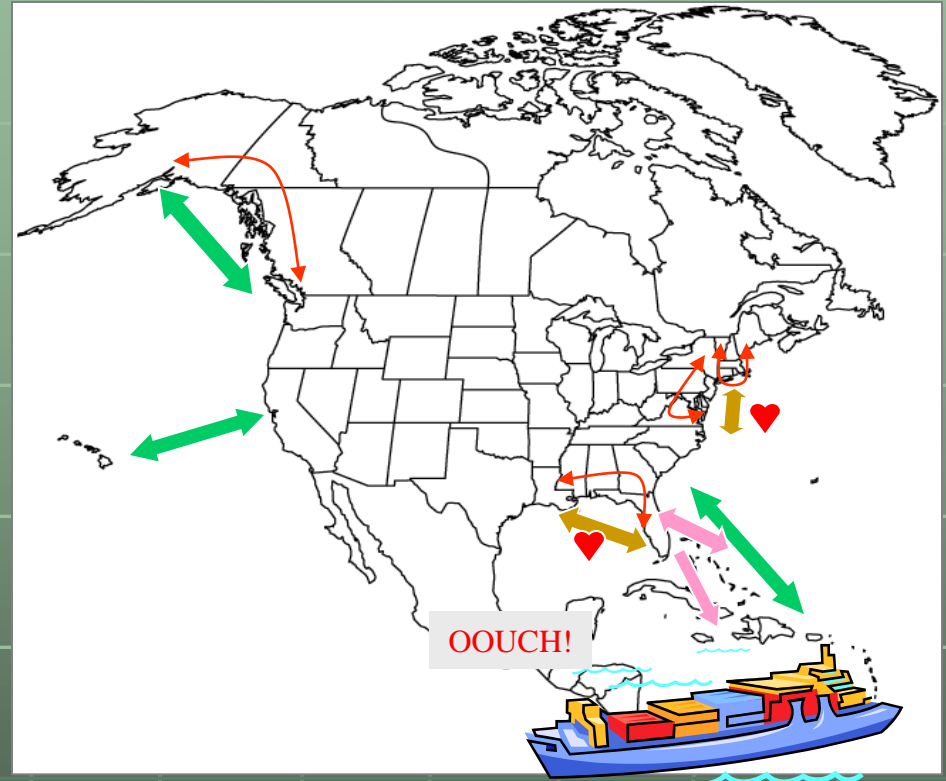
Major U.S. Container Ports, Post-Panamax Specs.

Top 10 U.S. Container Ports, Post-Panamax Cranes and Channel Depths					
	Trade (000 MTs)			Post-Panamax	Channel Depth
Port	2004	2009	% Ch.	Cranes	> 45 feet
LA/LB	53.6	57.5	7.4	77	y
New York	23.6	27.8	17.9	41	n
Houston	14.6	16.3	11.5	4	n
Savannah	11.6	15.7	35.9	23	n
Seattle	14.5	15.4	5.8	40	y
San Francisco	9.6	11.6	21.4	14	y
Virginia Ports	10.1	10.5	4.4	14	y
Charleston	10.8	7.7	-29.0	6	n
Miami	8.5	7.6	-11.0	7	n
New Orleans	5.0	5.2	3.9	4	n
Total, Top 10	161.8	175.3	8.3		
Total	187.6	200.7	7.0		
Sources: Trade – U.S. Bureau of Census; Facilities – Lloyds Maritime Intelligence Unit.					

- Top ten ports have above average trade growth; in 2009 they accounted for 87 percent of total trade.
- Bad news! Only one East Coast Port has post-panamax channel depths.
- Good news! New York and Savannah are dredging.

Feeders, U-boats and Love Boats?

U.S. Feeders, 2008			
	Mil. MT		
Trade	2003	2008	% Ch.
Domestic Offshore	16.4	17.0	3.7
Foreign Offshore	3.7	5.0	35.0
Freeport	2.9	3.6	24.1
Kingston	0.8	1.4	75.0
Domestic Coastal	2.7	2.2	-18.5
Trade	174.0	235.1	35.0



- Feeders? Additional time and transshipment costs (container lifts) are a hindrance.
- Foreign offshore feeders account for only about 2 percent of U.S. foreign trade.

Conclusions

- Post-panamax trend will funnel more trade to fewer ports.
- No trend toward feeders -- additional time and transshipment costs are a hindrance.
- So far, investment in post-panamax cranes and dredging appears on schedule to meet infrastructure demands of canal expansion.
- Dredge baby Dredge!
- ? Wins the Post-Panamax LOTTO.