

Perspectivas del entorno marítimo global

Del 26 al
28 de abril **2022**
WWW.AMTI.ORG.MX



Global challenges impacting supply chains since first cases of Covid-19



Mar 20:
COVID 19
The World
Health
Organiza-
tion calls
COVID-19
a
pandemic.



Oct 20:
Starts the
limitation
of equipmen-
t and spaces
(mainly
Asia).



Apr 21:
Increase
of CV-19
cases in
India
impact on
trade (imp
/ exp).



Jun 21:
CV19
Yantian
Port
Closure.



Jul 21:
Typhoon
"IN-FA"
high
impact in
Ningbo &
Shanghai



Sep 21:
Typhoon
"CHANTH
U" high
impact in
Ningbo &
Shanghai.



Oct 21:
Delays
and
shortages
have
impact on
Black
Friday
deals.



Jan 22:
Increase
of CV-19
cases
worldwide
, impact
on
terminals,
depots,
WHS, etc.
Ningbo
closure



Apr 22:
Covid-19 in
China: Local
lockdowns
and other
quarantine
measures in
response to
coronavirus
outbreaks in
Shenzhen,
Shanghai,
Qingdao



Jun 20:
Asia
Starts
Reestablis-
hment &
Latin
America
Increases
Outbreak.



Mar 21:
"Ever
Given"
was
stranded
and is
responsibl-
e for
blocking
the Suez
Canal for
six days.



May 21:
High
impact on
equipmen-
t shortage
and vessel
spaces
that is
calculated
will
remain
until
Chinese
new year.



Jun 21:
Start peak
season in
Asia.

Aug 21:
CV19
Ningbo
Port
Closure.



Sep 21:
Energy
consumpti-
on control
2021.



Nov 21:
North
Europe
and US
ports with
heavy
congestio-
ns low
productivi-
ty causing
larger
waiting
time.



Mar 22:
The Russia-
Ukraine
situation has
made the
macroecono-
mic outlook
highly
uncertain.



MAERSK



**SEMANA DEL
CONTENEDOR**

**LOGÍSTICA Y TRANSPORTE
CREANDO CULTURA INTERMODAL**

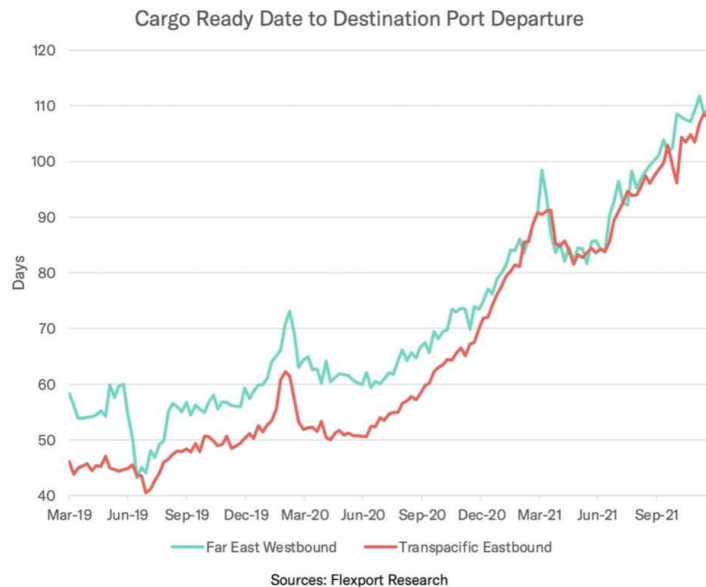


Market update

Port congestion will remain high

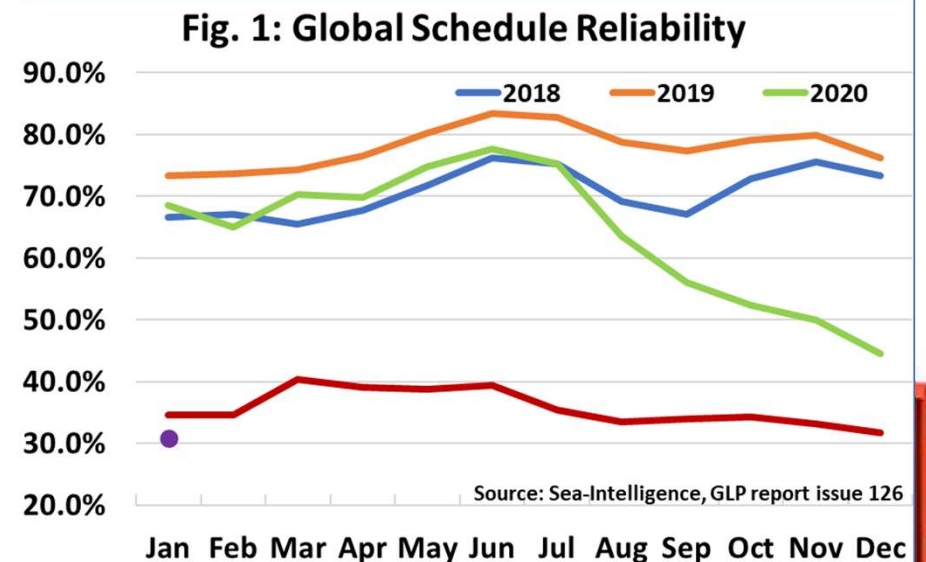
- “New data shows how much longer containers are taking to reach their destination on the main east-west tradelanes... On the transpacific eastbound, the average time in 2019 prior to the pandemic was 45 to 50 days. The latest measurement on January 2, 2022 was a new record high of 110 days.”
- <https://splash247.com/containers-taking-twice-as-long-to-reach-their-destination-compared-to-pre-pandemic-period/>

Ocean Timeliness Indicators Start 2022 at or Near Highs



Ocean Schedule Reliability

- “Schedule reliability dropped again, this time by -0.9 percentage points M/M to 30.9%; the lowest ever global schedule reliability since Sea-Intelligence started the measure in 2011.”
- “Maersk was once again the most reliable top-14 carrier in January 2022, with schedule reliability of 46.9%, followed by Hamburg Süd with 42.8%.”
- “The average delay for late vessel arrivals decreased slightly to 7.38 days, the sixth consecutive month with the delay figure above 7 days.”
- <https://www.sea-intelligence.com/127>



Market update

- **Mexico containerized market:** Overall Y-O-Y growth of 27% on imports and 19% on exports for a total of 5.6M TEU of which:
 - PAC: Growth of 30% on imports and 25% on exports
 - ATL: 22% on imports and 12% on exports
- **USWC ports:** Continued pressure on LA/LB with long waiting times and now spreading to USEC
- **Carrier capacity / equipment outlook for Q2:** We expect space and equipment to remain tight beyond China's April lockdown due to on-going capacity constraints and the cargo backlog that has been accumulating.
- **Asia import and export demand and supply outlook:** Demand remains strong and a significant order backlog will keep the export market full. Long wait times at origin and destination ports continue to put pressure on schedule reliability. The ports of Yantian, Shanghai, and Ningbo will remain under pressure.
- **European ports:** Facing high yard occupation fueled by strong imports from Asia, reduced workforce due to Omicron and bad weather.



Outlook ahead

- Multi-year and Multi-product contracts
- Digitalization & Automation
- Supply chain visibility, predictability and flexibility – inventory management
- Regionalization & Nearshoring. Future of “Just in time”?
- Green shipping / Decarbonization
- Increased demand for logistics professionals





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