

**P R E S S   R E L E A S E**

**OUTLOOK FOR WORLD CONTAINERPORT DEMAND  
IN UNCERTAIN TIMES**

World containerport demand has expanded rapidly in recent decades, and continued to grow even in the difficult economic conditions of 2001 and 2002. Growth has been driven by the expansion of trade, the ongoing conversion of cargoes to containerisation and the development of transshipment.

This study analyses the evolution of world container handling demand by port and assesses current developments. Future demand is forecast to 2015 by region and port range. The position of current investment projects and plans is reviewed in detail. The resultant prospective development of port capacity is compared with demand forecasts to identify potential surplus capacity or shortfalls.

The study addresses critical questions such as:

- How will slower economic growth and increasing geopolitical uncertainty affect demand?
- How confident can we be about medium-term demand projections – is globalisation unstoppable or is there a significant downside in demand forecasting?
- How will greater port demand be reconciled with increasingly vociferous environmental opposition?
- Ship sizes are still increasing and will continue to do so – what are the implications for port development?
- What will be the role of transshipment – how important is this in securing front-rank port status?
- What is the role of the principal international stevedoring companies in the global market and how will this affect productivity and pricing?

The following highlights some of the main findings of the report:

- ◆ World containerport demand increased by 69 per cent to 244m TEU over 1995-2001, and by an estimated 9.2 per cent to 266m TEU in 2002.
- ◆ Growth has been most rapid in East Asia, which has increased its share of the global market from 37.6 per cent in 1990 to 43.5 per cent in 1995 and some 46.4 per cent in 2002. Whilst a large part of East Asia's containerport demand is linked to trade with the rest of the world, intra-Asian flows and transshipment have made an increasing contribution to the total.
- ◆ The share of ports in the Americas dropped from 25.1 per cent in 1990 to 22.3 per cent in 1995 and some 19.6 per cent in 2002.

- ◆ The Europe/Mediterranean region also saw a relative decline from 26.9 per cent of the global containerport market in 1990 to 23.7 per cent in 1995. Thereafter, the rapid growth in Mediterranean port markets, in particular, largely sustained the region's share, which stood at an estimated 23.3 per cent in 2002.
- ◆ The balance of the global market, comprising the Middle East and Indian subcontinent, Sub-Saharan Africa and Australasia/Oceania, has maintained a relatively constant share over the past decade at around 10.2-10.7 per cent. However, containerport demand in the Middle East and Indian subcontinent has grown much more rapidly than in the other regions.
- ◆ Between 1995 and 2001, world container transshipment throughput more than doubled to 54.61m TEU, representing 22 per cent of total world containerport demand in that year. 57.8 per cent of transshipment throughput was located in East Asia, with the Southeast Asia market centred on Singapore accounting for 30.2 per cent.

**Table 1**  
**World Containerport Throughput by Region, 1990-2002**

	1990	1995	1996	1997	1998	1999	2000	2001	2002*
<i>m TEUs</i>									
East Asia	32.27	62.66	68.38	75.46	80.65	92.02	105.85	110.99	123.31
Americas	21.57	32.06	33.63	38.10	42.03	44.34	48.57	49.61	52.22
Europe/Mediterranean	23.14	34.12	37.71	42.70	47.20	50.49	55.47	57.39	62.11
Others**	8.94	15.20	16.70	18.35	19.75	21.74	23.78	25.59	28.36
<b>Total</b>	<b>85.93</b>	<b>144.04</b>	<b>156.43</b>	<b>174.60</b>	<b>189.62</b>	<b>208.59</b>	<b>233.66</b>	<b>243.59</b>	<b>266.00</b>
<i>Per cent share</i>									
East Asia	37.6	43.5	43.7	43.2	42.5	44.1	45.3	45.6	46.4
Americas	25.1	22.3	21.5	21.8	22.2	21.3	20.8	20.4	19.6
Europe/Mediterranean	26.9	23.7	24.1	24.5	24.9	24.2	23.7	23.6	23.3
Others	10.4	10.6	10.7	10.5	10.4	10.4	10.2	10.5	10.7
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

\* preliminary

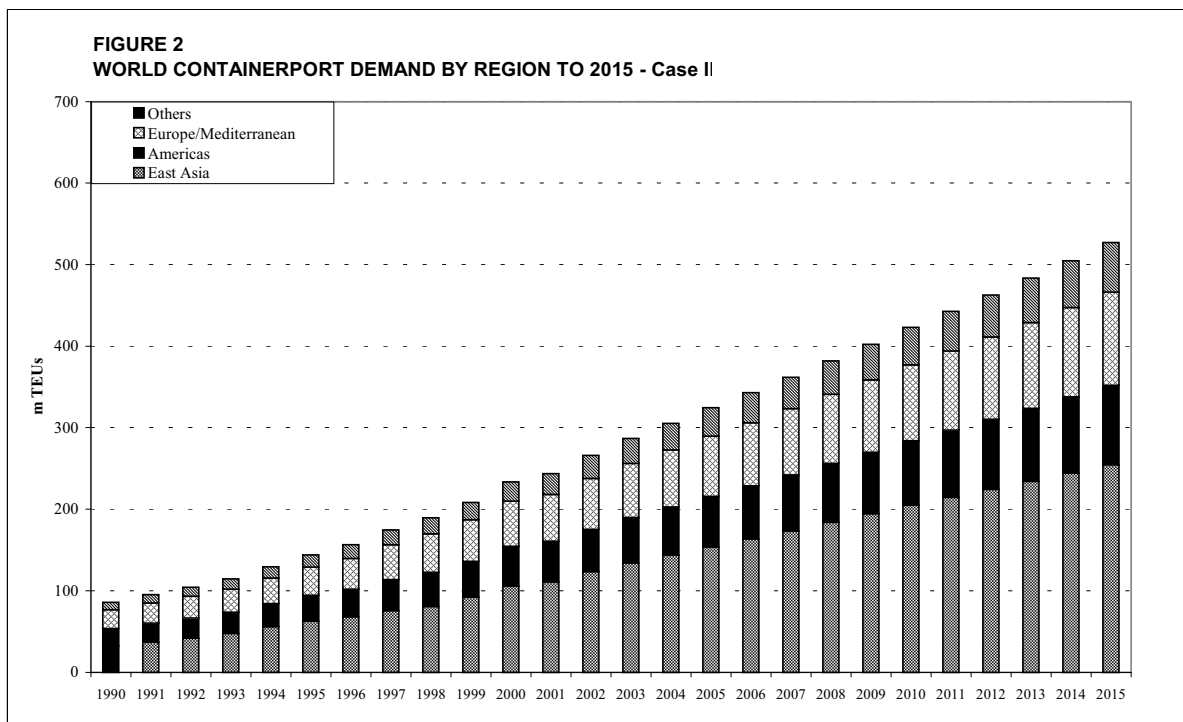
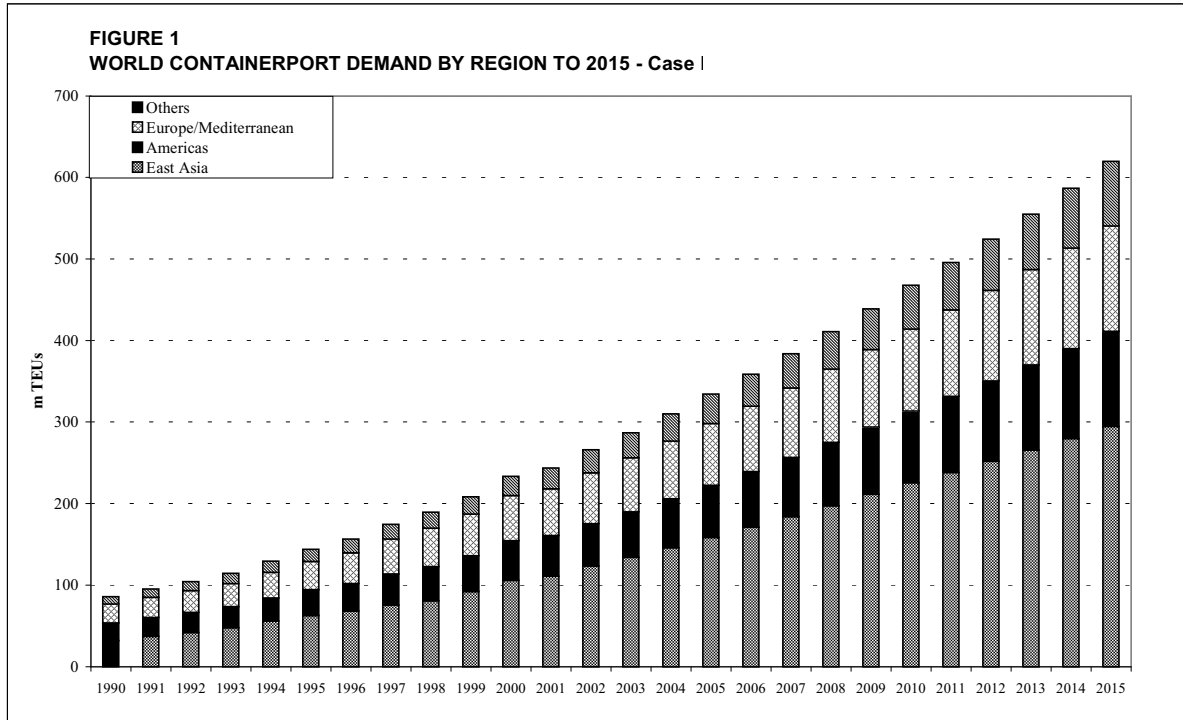
\*\* Middle East/Indian Subcontinent, Sub-Saharan Africa, Australasia/Oceania

Figures may not sum exactly due to rounding.

Source: Ocean Shipping Consultants Ltd

- ◆ Depending on the economic scenario, total world containerport demand is forecast to increase by 74-92 per cent to 423-468m TEU in 2010, and by a further 25-32 per cent to 527-620m TEU in 2015.
- ◆ East Asian containerport demand is expected to continue expanding at an above-average rate, with 85-103 per cent growth predicted over 2001-10 to 205-226m TEU.
- ◆ In the Americas, growth of 59-77 per cent is forecast over the same period, to 79-88m TEU in 2010, with Latin America and the Caribbean continuing to generate above-average expansion.

- ◆ In Europe and the Mediterranean, a 62-75 per cent rise is anticipated to 93-101m TEU in 2010, with the North Europe and South Europe/Mediterranean regions experiencing similar growth rates, as the Baltic markets continue to generate above-average growth and transshipment demand in North Europe.
- ◆ In other markets, growth is predicted to average 80-111 per cent over 2001-10 to 46-54m TEU, with the Middle East and Indian subcontinent generating the most rapid expansion.



- ◆ World container transshipment demand is forecast to increase by 89-111 per cent to 103-115m TEU in 2010, and by a further 26-34 per cent to 130-155m TEU in 2015.
- ◆ East Asian container transshipment demand is expected to continue expanding at an above-average rate, with 96-118 per cent growth anticipated over 2001-10 to 62-69m TEU.
- ◆ Growth in other transshipment markets over 2001-10 is forecast as follows:
  - 96-126 per cent in the Caribbean/Central American region to 6.5-7.5m TEU.
  - 69-90 per cent to 11.4-12.8m TEU in Northern Europe.
  - 79-95 per cent to 13.8-15.1m TEU in the Southern Europe/Mediterranean region.
  - 81-112 per cent to 9.5-11.2m TEU in the Middle East/Indian subcontinent region.

**\* *WORLD CONTAINERPORT OUTLOOK TO 2015***

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