

### Current Situation in the Red Sea:

The situation in the Red Sea and the Gulf of Aden remains highly volatile, and all available sources confirm that the security risk remains at a significantly high level. For this reason, most shipping companies will maintain the route around the Cape of Good Hope until further notice.

### Current Situation of Container Services at the Port of Barcelona:

The schedules of container services at the Port of Barcelona, which are susceptible to transit through the Suez Canal, are updated below. We focus on the import/export services of these routes due to the potential impact on the traffic volume with the Port of Barcelona. As of today, most of services have altered their routes to avoid possible attacks on merchant ships in the Red Sea and have redirected towards the Cape of Good Hope.

Currently, the vessels departing from origin already plan to navigate through the Cape of Good Hope, so the Estimated Time of Arrival (ETA) announced by the shipping companies already incorporates the delays from the route diversion, with delays ranging from 10-20 days

The forecasts provided below come from various sources (shipping company websites, information provided by shipowners/agencies at the Port of Barcelona, AIS systems, consulting firms, and specialized press) and are subject to changes. The usual rotation indicated for the services may also be affected as it depends on many variables.

#### Areas and container services likely to transit through the Suez Canal:

##### South and East Africa / Indian Ocean

Service MINA / MEDEX / IMX / WM3

Service MD1



##### Australia and New Zealand / Pacific Islands

Service MD1



##### Far East and Japan

Service DRAGON SERVICE

Service FIM - FAR EAST INDIA MEDITERRANEAN

Service JADE / AE-11 / SERA 2 (JS)

Service MD1 (JS)

Service MD2 (JS)

Service MED2 / MEX 1 / WM2 / MX1 / AEM2 (JS)

Service PANDA EXPRESS



##### Persian Gulf / Arabian Sea

Service MINA / MEDEX / IMX / WM3 (JS)



##### The Red Sea

Service FIM - FAR EAST INDIA MEDITERRANEAN

Service MINA / MEDEX / IMX / WM3 (JS)

Service MD1 (JS)



**Mediterranean East / Black Sea / Caspian / Middle East**

Service FIM - FAR EAST INDIA MEDITERRANEAN  
 Service MINA / MEDEX / IMX / WM3 (JS)  
 Service MD2 (JS)  
 Service MED2 / MEX 1 / WM2 / MX1 / AEM2 (JS)  
 Service PANDA EXPRESS



**Pakistan / India / Sri Lanka / Bangladesh**

Service FIM - FAR EAST INDIA MEDITERRANEAN  
 Service MINA / MEDEX / IMX / WM3 (JS)  
 Service MD1 (JS)  
 Service MED2 / MEX 1 / WM2 / MX1 / AEM2 (JS)  
 Service PANDA EXPRESS



**Southeast Asia**

Service DRAGON SERVICE  
 Service FIM - FAR EAST INDIA MEDITERRANEAN  
 Service JADE / AE-11 / SERA 2 (JS)  
 Service MD1 (JS)  
 Service MD2 (JS)  
 Service MED2 / MEX 1 / WM2 / MX1 / AEM2 (JS)



**Update on container services at the Port of Barcelona with possible impact due to the situation in the Red Sea:**

<b>Service</b>	MINA / MEDEX / IMX / WM3 (JS)	
<b>Ship owner</b>	HAPAG-LLOYD / CMA CGM / COSCO CONTAINER LINES / OOCL	
<b>Terminal</b>	APM TERMINALS BARCELONA SLU HAMAD/QATAR, JEBEL ALI/EMIRATOS ARABES UNIDOS, MUHAMMAD BIN QASIM/KARACHI/PAKISTAN, NHAVA SHEVA / INDIA, MUNDRA / INDIA, JEDDAH / ARABIA SAUDITA, TRIPOLI / LIBIA, PIRAEUS/GRECIA, MARSAXLOKK/MALTA, GENOA/ITALIA, BARCELONA/ESPANA	
<b>Usual rotation</b>		
<b><u>Upcoming arrivals</u></b>	<b><u>Initial forecast ETA BCN</u></b>	<b><u>Updated forecast ETA BCN</u></b>
APL PHOENIX	16/12/2024 2:00	16/12/2024 2:00
BELITA	09/12/2024 2:00	09/12/2024 2:00
YANTIAN EXPRESS	23/12/2024 14:00	23/12/2024 14:00

<b>Service</b>	FIM - FAR EAST INDIA MEDITERRANEAN / IOM	
<b>Ship owner</b>	HMM / ONE	
<b>Terminal</b>	APM TERMINALS BARCELONA SLU COREA DEL SUR / BUSAN, CHINA / YANGSHAN, CHINA / NINGBO, CHINA / SHEKOU, SINGAPUR / SINGAPORE, MALASIA / PORT KELANG, INDIA / KATTUPALLI, INDIA / NHAVA SHEVA, INDIA / MUNDRA, PAKISTAN / KARACHI, ESPANA / ALGECIRAS, ESPANA / VALENCIA, ESPANA / BARCELONA	
<b>Usual rotation</b>		
<b><u>Upcoming arrivals</u></b>	<b><u>Initial forecast ETA BCN</u></b>	<b><u>Updated forecast ETA BCN</u></b>
HYUNDAI PLUTO	03/12/2024 8:00	03/12/2024 8:00
HYUNDAI COURAGE	08/12/2024 10:00	08/12/2024 8:00
HMM OAKLAND	18/12/2024 11:00	18/12/2024 20:00

<b>Service</b>	JADE / AE-11 / SERA 2 (JS)
<b>Ship owner</b>	MEDITERRANEAN SHIPPING CO / MAERSK LINE/A.P.MOLLER / HAMBURG SUD
<b>Terminal</b>	HUTCHISON PORTS BEST
<b>Usual rotation</b>	CHINA / QINGDAO PT, COREA DEL SUR / BUSAN, CHINA / NINGBO PT, CHINA / SHANGHAI PT, CHINA / XIAMEN PT, CHINA / NANSHA, CHINA / YANTIAN, SINGAPUR / SINGAPORE CONTAINER TERMINAL, ESPANA / VALENCIA, ESPANA / BARCELONA

<u>Upcoming arrivals</u>	<u>Initial forecast ETA BCN</u>	<u>Updated forecast ETA BCN</u>
MSC MIA	07/12/2024 0:45	07/12/2024 1:45
MSC MINA	16/12/2024 6:00	16/12/2024 6:00
MSC AMELIA	18/12/2024 11:30	18/12/2024 11:30

<b>Service</b>	MD1 (JS)
<b>Ship owner</b>	HAPAG-LLOYD,A.G. / YANG MING LINE / OCEAN NETWORK EXPRESS PTE LTD / HYUNDAI MERCHANT MAR
<b>Terminal</b>	APM TERMINALS BARCELONA SLU
<b>Usual rotation</b>	CHINA / QINGDAO PT, COREA DEL SUR / BUSAN, CHINA / SHANGHAI PT, CHINA / NINGBO PT, CHINA / SHEKOU, SINGAPUR / SINGAPORE CONTAINER TERMINAL, ARABIA SAUDITA / JEDDAH, EGIPTO / DAMIETTA, ESPANA / BARCELONA

<u>Upcoming arrivals</u>	<u>Initial forecast ETA BCN</u>	<u>Updated forecast ETA BCN</u>
LUDWIGSHAFEN EXPRESS	26/11/2024 14:00	01/12/2024 23:00:00 (OPERANT) ETD: 04/12/2024 14:00
SALAHUDDIN	06/12/2024 14:00	06/12/2024 14:00
ONE EAGLE	11/12/2024 8:00	11/12/2024 8:00

<b>Service</b>	MD2 (JS)
<b>Ship owner</b>	HAPAG-LLOYD / YANG MING LINE / ONE / HMM
<b>Terminal</b>	APM TERMINALS BARCELONA SLU
<b>Usual rotation</b>	COREA DEL SUR / BUSAN, CHINA / SHANGHAI PT, CHINA / NINGBO PT, TAIWAN / KAOHSIUNG, CHINA / SHEKOU, SINGAPUR / SINGAPORE CONTAINER TERMINAL, GRECIA / PIRAEUS, ITALIA / GENOA, ITALIA / LA SPEZIA, FRANCIA / FOS-SUR-MER, ESPANA / BARCELONA

<u>Upcoming arrivals</u>	<u>Initial forecast ETA BCN</u>	<u>Updated forecast ETA BCN</u>
AL DHAIL	27/11/2024 2:00	04/12/2024 20:00
ONE FOREVER	06/12/2024 8:00	08/12/2024 20:00
BRUSSELS EXPRESS	14/12/2024 2:00	14/12/2024 2:00

<b>Service</b>	MED2 / MEX 1 / WM2 / MX1 / AEM2 (JS)
<b>Ship owner</b>	CMA CGM / COSCO CONTAINER LINES (COSCON) / OOCL / EVERGREEN MARINE CORPORATION
<b>Terminal</b>	HUTCHISON PORTS BEST
<b>Usual rotation</b>	CHINA / QINGDAO PT, COREA DEL SUR / BUSAN, CHINA / SHANGHAI PT, CHINA / NINGBO PT, CHINA / XIAMEN, CHINA / NANSHA, CHINA / SHEKOU, SINGAPUR / SINGAPORE CONTAINER TERMINAL, MALTA / MARSAXLOKK, ESPANA / VALENCIA, ESPANA / BARCELONA

<u>Upcoming arrivals</u>	<u>Initial forecast ETA BCN</u>	<u>Updated forecast ETA BCN</u>
CMA CGM GREENLAND	02/12/2024 14:00	03/12/2024 2:00
CMA CGM BALI	12/12/2024 14:00	12/12/2024 14:00
CMA CGM CAPE COD	18/12/2024 14:00	18/12/2024 14:00

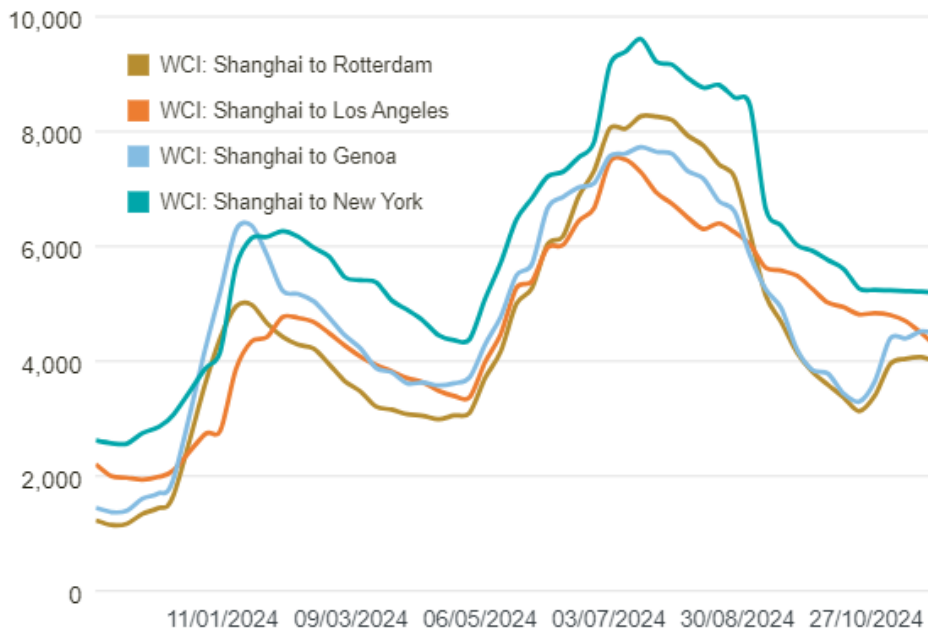
<b>Service</b>	PANDA EXPRESS	
<b>Ship owner</b>	TAILWIND SHIPPING LINES	
<b>Terminal</b>	HUTCHISON PORTS BEST	
<b>Usual rotation</b>	CHINA / QINGDAO PT, CHINA / NINGBO PT, CHINA / DA CHAN BAY, SRI LANKA / COLOMBO, ESPANA / BARCELONA <i>Temporalment s'ha establert un servei feeder (Dolphin Express) per connectar el port de Moerdijk al servei Panda.</i>	
<b>Upcoming arrivals</b>	<u>Initial forecast ETA BCN</u>	<u>Updated forecast ETA BCN</u>
PANDA 007	04/12/2024 7:00	04/12/2024 7:00
PANDA 009	21/12/2024 7:00	21/12/2024 7:00

### Impact on Freight Rates:

- According to the Drewry consultancy, the composite index has decreased respect to the data from the previous week, reaching 3,331 \$ per 40', and compared to the same week of the previous year, it remains significantly higher, specifically by 141%. This index is 134% higher than the average rates of 2019 (pre-pandemic) established at 1,420 \$ per 40'
- Transport rates from Northern Europe to Asia have remained stable at 518 \$ per 40'. Conversely, Asia to Northern Europe rates have decreased by 2%, set at 3,997 \$ per 40'.
- Similarly, rates from Asia to the Mediterranean have decreased reaching 4,490 \$ per 40'.

Route	Route code	14-Nov-24	21-Nov-24	28-Nov-24	Weekly change (%)	Annual change (%)
Composite Index	WCI-COMPOSITE	\$3,440	\$3,413	\$3,331	-2% ▼	141% ▲
Shanghai - Rotterdam	WCI-SHA-RTM	\$4,043	\$4,071	\$3,997	-2% ▼	241% ▲
Rotterdam - Shanghai	WCI-RTM-SHA	\$521	\$517	\$518	0%	12% ▲
Shanghai - Genoa	WCI-SHA-GOA	\$4,400	\$4,520	\$4,490	-1% ▼	221% ▲
Shanghai - Los Angeles	WCI-SHA-LAX	\$4,700	\$4,488	\$4,250	-5% ▼	116% ▲
Los Angeles - Shanghai	WCI-LAX-SHA	\$720	\$723	\$721	0%	-4% ▼
Shanghai - New York	WCI-SHA-NYC	\$5,222	\$5,210	\$5,182	-1% ▼	102% ▲
New York - Rotterdam	WCI-NYC-RTM	\$782	\$793	\$789	-1% ▼	34% ▲
Rotterdam - New York	WCI-RTM-NYC	\$2,658	\$2,672	\$2,665	0%	79% ▲

### Drewry WCI: Trade Routes from Shanghai (US\$/40ft)

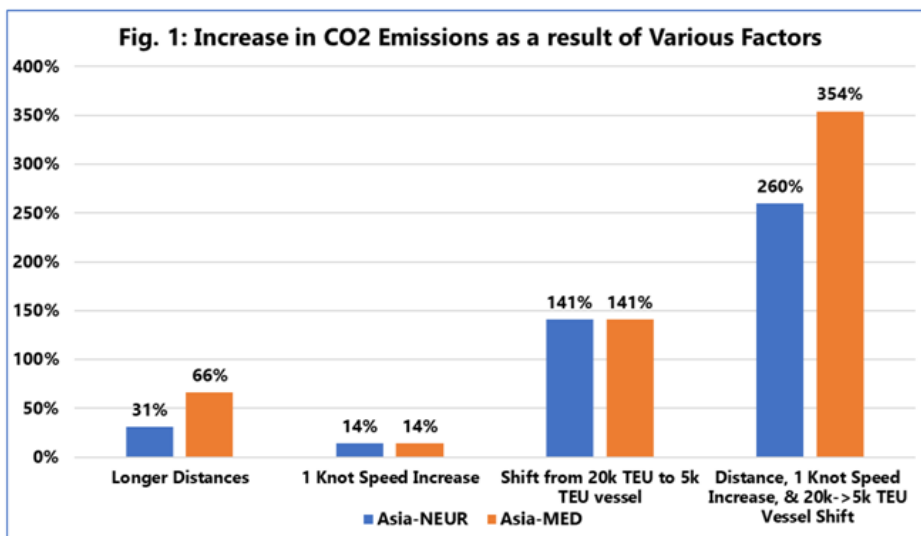


### Environmental Impact

This disruption entails a series of effects on the logistics chain in terms of schedules, economic costs, and environmental impact. Indeed, a recent study by the Sea-Intelligence consultancy has predicted that CO2 emissions from maritime companies would increase as a consequence of the current crisis in the Red Sea. According to this consultancy, there are three factors to consider:

- Longer navigation lengths result in increased emissions.
- Higher navigation speeds (to maintain weekly departures).
- Switching from larger vessels to smaller and less fuel-efficient vessels.

Considering these three components could lead to a 354% increase in CO2 emissions in the Mediterranean, as indicated in the following graph.



**Car-Carriers Situation at the Port of Barcelona:**

In terms of Car Carrier vessels, shipping companies are making different decisions regarding the passage of ships through the Red Sea. In general, shipping companies have diverted vessels around the Cape of Good Hope, assuming an increase in transit time of between 10 and 14 days. This is the case for K-line, NYK, MOL, Wallenius Wilhelmsen, Eukor, and Hoegh Autoliners.

The cost of chartering a vessel is also increasing because of the conflict, reaching \$115,000 per day (compared to \$22,000 per day in 2021), according to information from Lloyd's List.

The situation in the Red Sea continues to disrupt trade between Europe and the Far East for Car-carrier/RoRo vessels. Assuming a conservative scenario of an additional 10 days of transit via the Cape of Good Hope, it is estimated that an extra capacity of 3-4% is needed. This volume represents almost half of the capacity expected to enter the market this year to meet current demand.