



Container Shortage Webinar

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THE MSC GROUP OF COMPANIES

CARGO DIVISION



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PASSENGER DIVISION



THE MSC GROUP – A SHIPPING CONGLOMERATE



CARGO DIVISION

- **560** vessels
- **200** routes
- **500** ports of call
- **62** terminals
- **21** million TEU carried annually
- **493** offices
- **155** countries



MSC'S BUSINESS FOOTPRINT IN INDONESIA



GENERAL SITUATION CONCERNING INTERNATIONAL SHIPPING



1

Fluctuations in demand for shipping space is occurring all over the world

2

Started with China's recovery from the pandemic in July with the rise of exports from China and the strong purchasing power of imports from America

3

As a result, concentration of provision of ship capacity and prioritization of containers for exports from China

4

Piling up of containers due to disruption of port operations as a result of the imposition of lockdowns in several international ports

GENERAL SITUATION CONCERNING INTERNATIONAL SHIPPING



1

International Main Line Operators had reduced the number of sailings (blanked sailings) when the flow of goods decreased in 1st half of 2020

2

This condition resulted in disruption of logistics supply chains throughout the world, also affecting Indonesia

3

As a result, some international Main Line Operators had rejected new bookings for exports from Asia, and imposed restrictions on vessel access ahead of the new year

DEMAND FOR CONTAINERS AT INDONESIA'S MAIN PORTS



From December 2020 to March 2021, the containers needed for shipment at the main ports of Indonesia are estimated to be 16,573x20DC, 2,826x40DC and 29,789x40HC, with the breakdown:

MONTH / YEAR	20DC	40DC	40HC
Dec 2020	4,628	692	8,076
Jan 2021	4,250	743	7,514
Feb 2021	3,642	717	6,662
Mar 2021	4,053	674	7,537

Pelabuhan	Type 20DC	Type 40DC	Type 40HC
Belawan	7,613	362	1,740
Semarang	2,513	508	2,814
Surabaya	1,302	531	1,415
Jakarta	3,812	1,405	22,796
Makassar	0	0	196
Pontianak	1,089	0	0

* Based on data from the Coordinating Ministry for the Economy in Indonesia

EXPORT DESTINATIONS FOR CONTAINERS FROM INDONESIA'S MAIN PORTS



In the period from December 2020 to March 2021, we can map the “long haul destinations” and “short haul destinations”, as follows:

Destination	Type 20DC	Type 40DC	Type 40HC
Long haul	5,084	1,389	11,761
Short haul	11,484	1,437	18,028

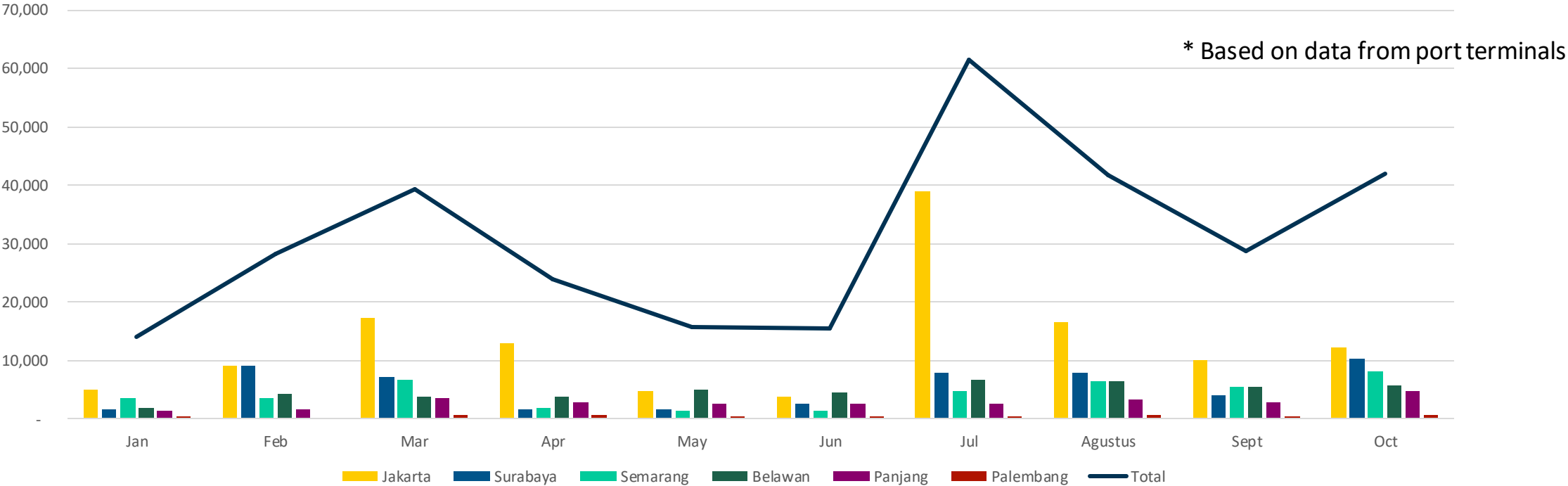


* Based on data from the Coordinating Ministry for the Economy in Indonesia

REPOSITIONING OF CONTAINERS TO INDONESIA'S MAIN PORTS JANUARY TO OCTOBER 2020



	Jan	Feb	Mar	Apr	May	Jun	Jul	Agustus	Sept	Oct
Jakarta	5,031	9,190	17,379	12,899	4,721	3,824	38,943	16,505	10,194	12,176
Surabaya	1,631	9,092	7,240	1,777	1,707	2,574	7,929	7,992	4,154	10,319
Semarang	3,497	3,586	6,599	1,992	1,447	1,473	4,747	6,562	5,524	8,274
Belawan	1,967	4,283	3,844	3,848	4,969	4,459	6,642	6,584	5,496	5,671
Panjang	1,326	1,751	3,524	2,787	2,517	2,636	2,731	3,371	2,902	4,880
Palembang	550	300	650	650	465	435	546	765	540	610
Total	14,002	28,202	39,236	23,953	15,826	15,401	61,538	41,779	28,810	41,930



SOLUTIONS FOR DEALING WITH SCARCITY OF CONTAINERS & SHIP SPACE (FOR CARGO THAT IS READY FOR EXPORT)



1

Exporters to sit down with international Main Line Operators

2

Assess if need to change contract with foreign shipping line

3

Mapping of containers needed and export destination countries



SOLUTIONS FOR DEALING WITH SCARCITY OF CONTAINERS & SHIP SPACE (SHORT TERM)



1

Exporters to conduct a long-term forecast

2

Relaxation of port charges for container repositioning

3

Change of container types

4

Shorten the provision of free time demurrage facilities for imported containers



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