

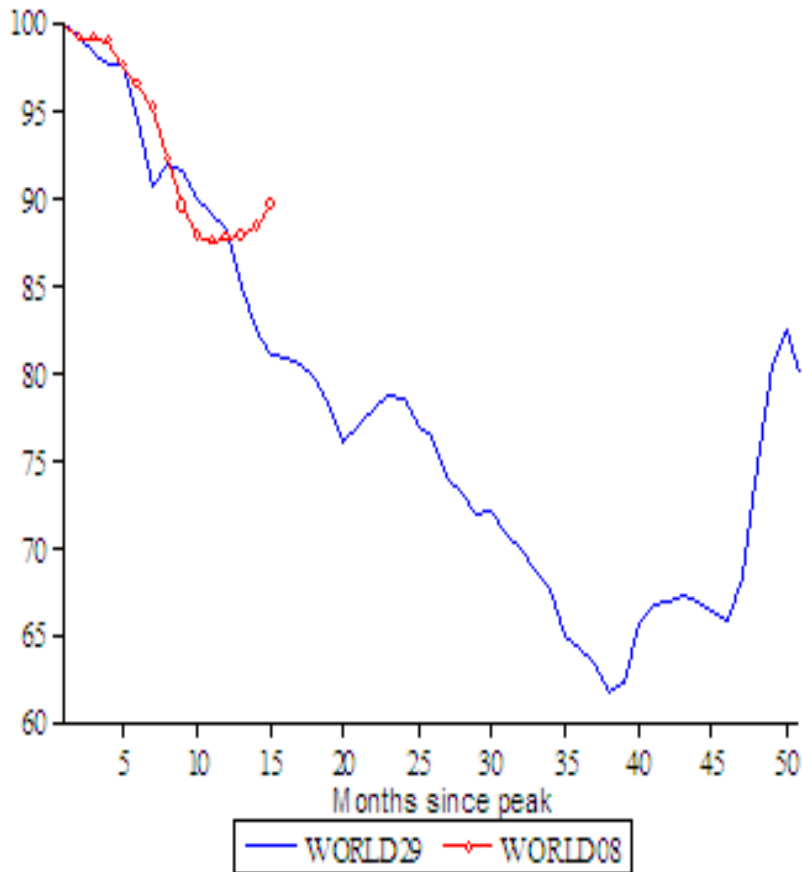
# Asia – Europe Transport Development Forum Vilnius, Oct 19 2009



Vincent Clerc  
Vice President  
Maersk Line

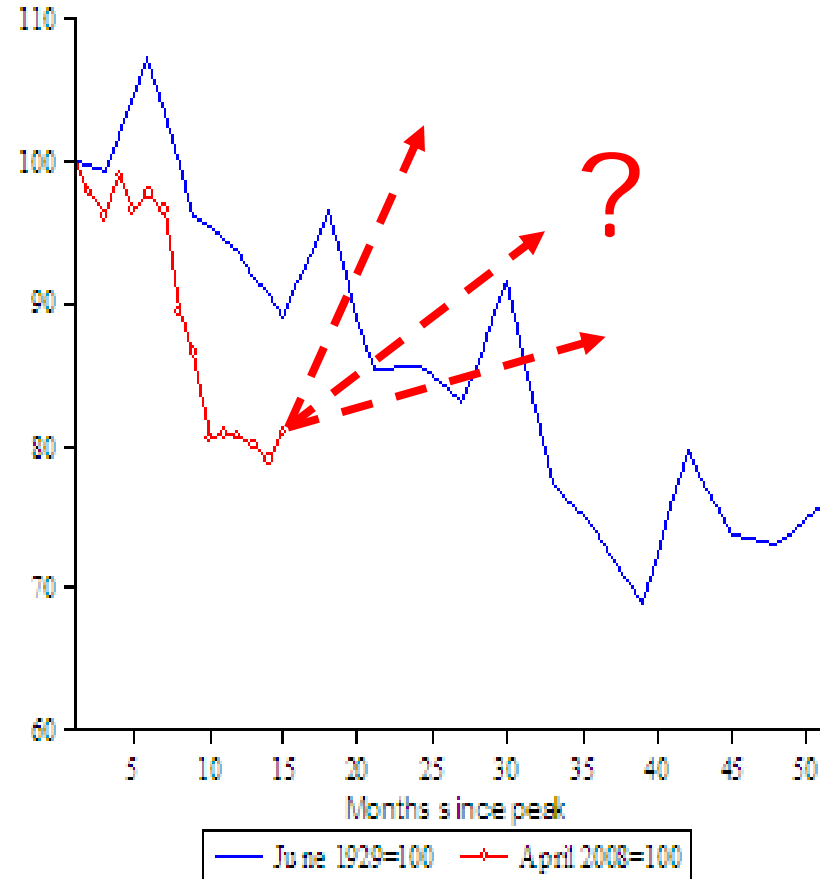
# The Big Picture

## World Output



- Depression Averted
- A Long Way Back

## World Trade Volumes

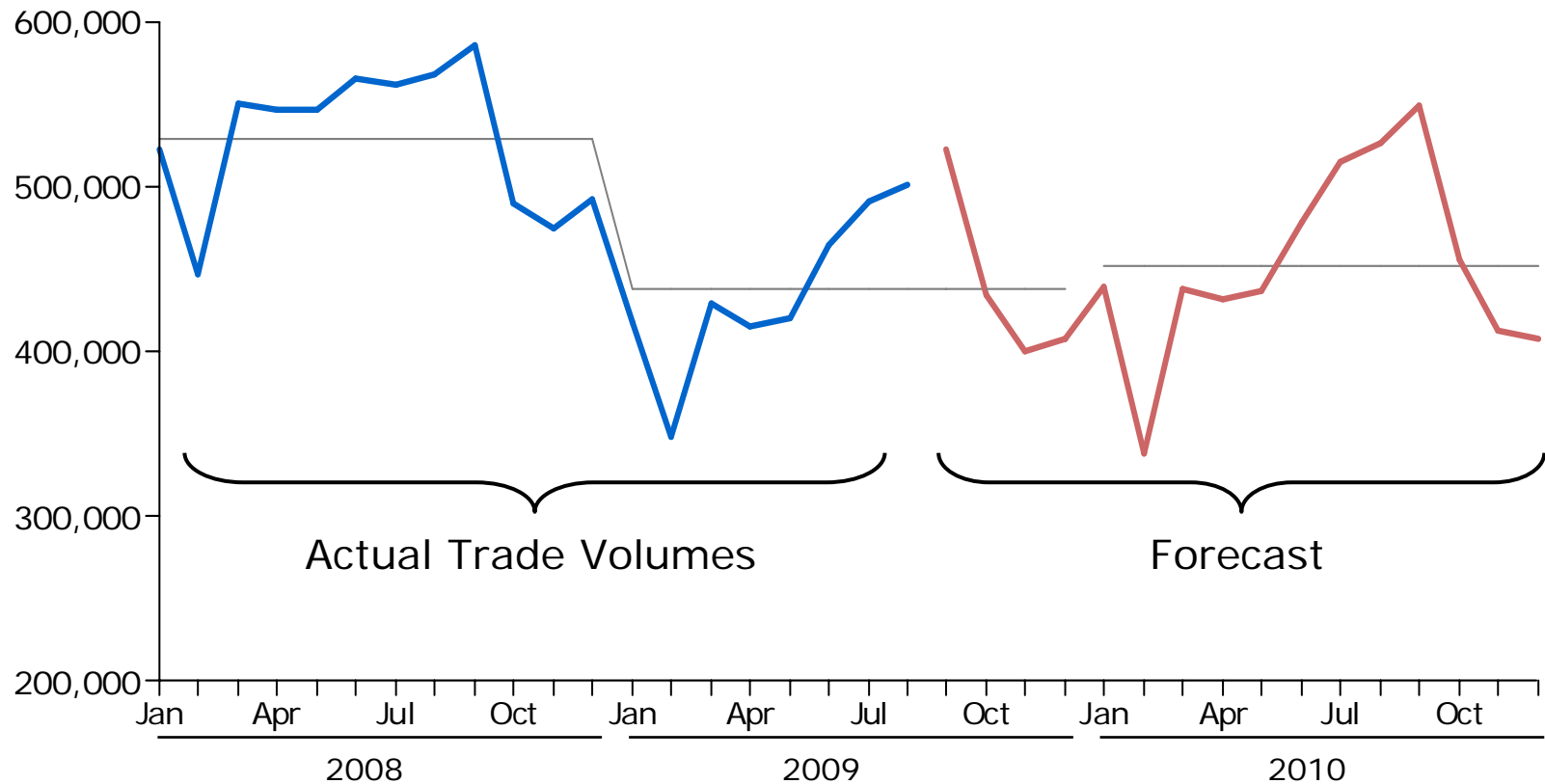


- Unprecedented decline
- Volumes
- Composition and direction of trade

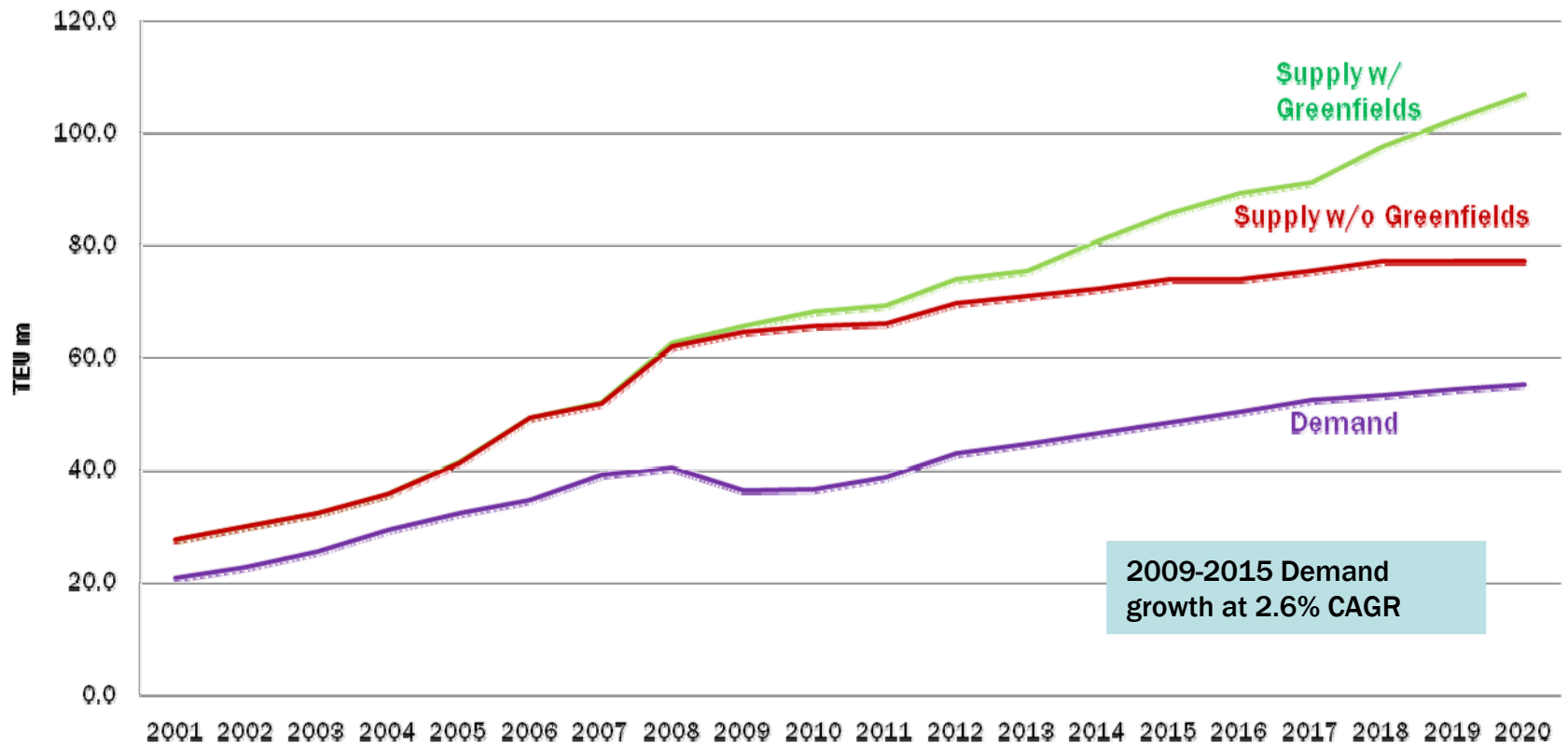
The impact on Asia – Europe is quite dramatic: 2009 market declines by 22%. We expect market increase in range of 3-5% during 2010

FFE / Month

Total Market Asia Europe 2008 - 2009

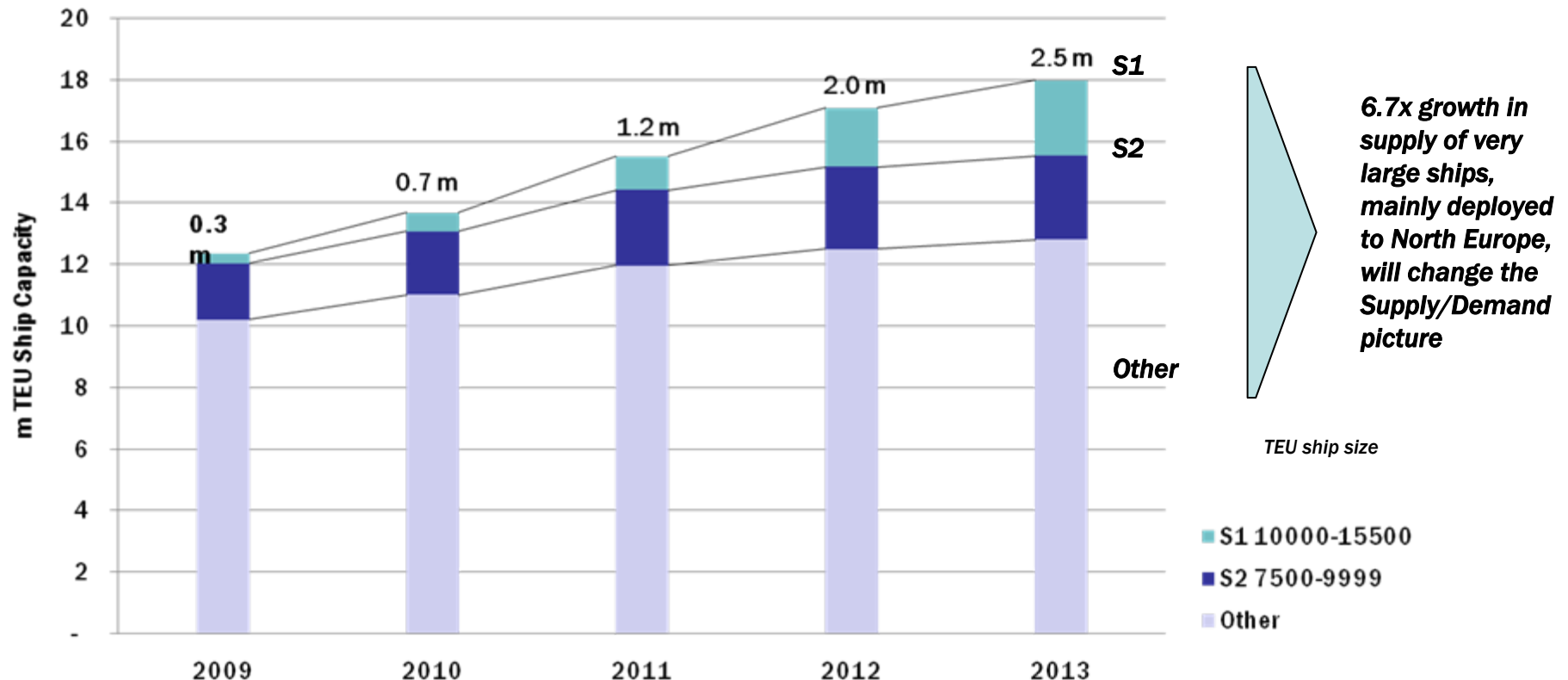


Recovery will be slow but will eventually result in large increase in volumes.  
Infrastructure bottleneck is momentarily eased by the drop in volumes



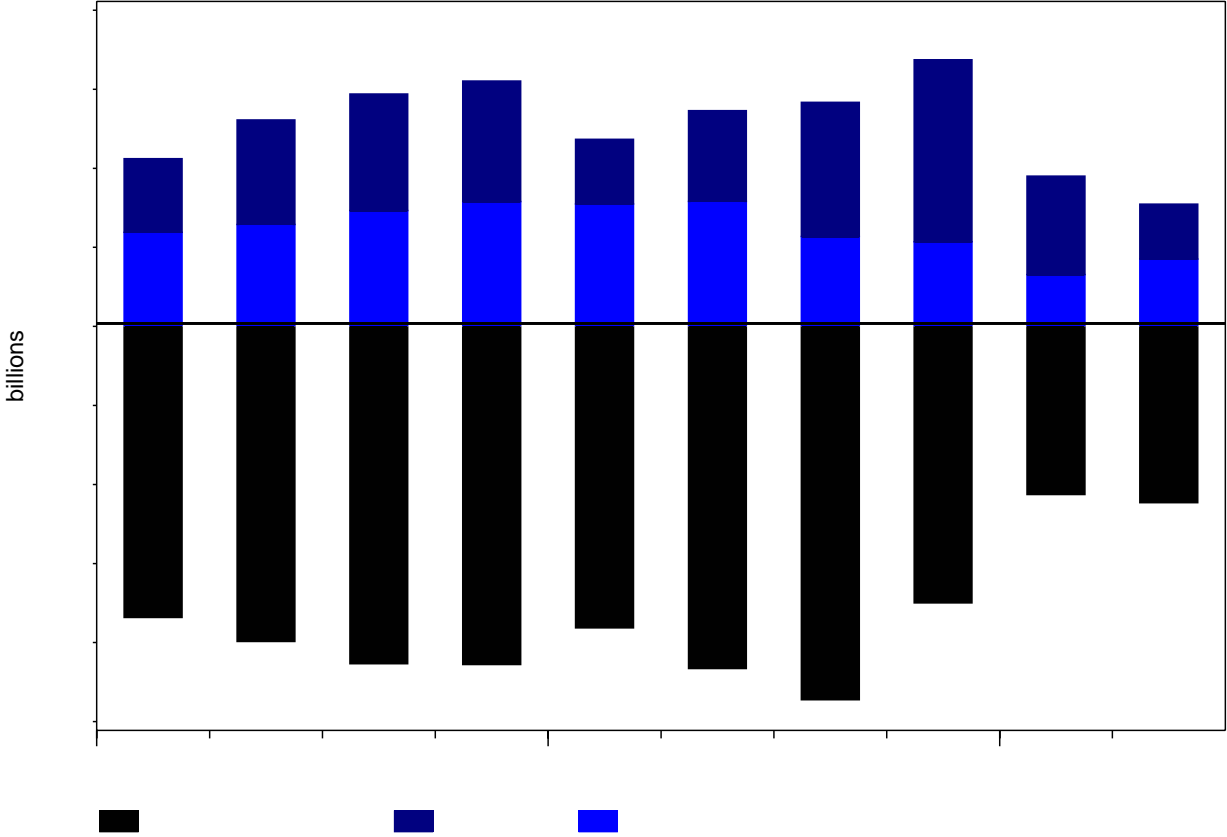
However, the composition of the fleet serving Asia – Europe trade is undergoing a fundamental shift which will have great implications on infrastructure

Development of total supply of Ship Capacity



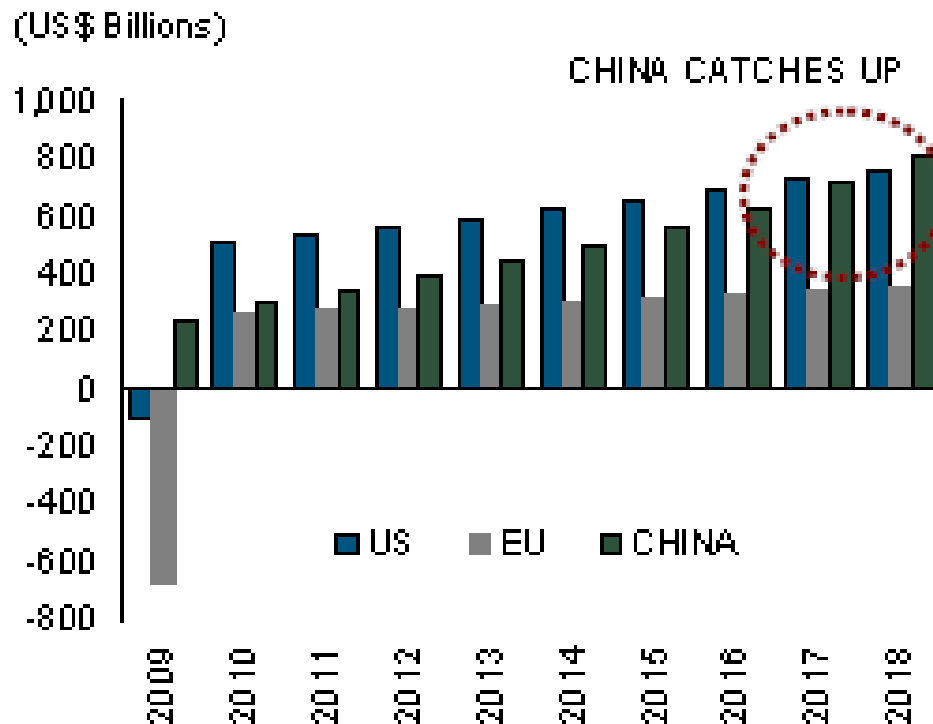
Due to massive over capacity, we assume the number of ships will be unchanged 2013-2020.  
(No new orders placed since Q2 2008)

The rebalancing of the global economy will change the face of the market, but also put a different pressure on infrastructure



# As China's consumption increases, its need for import will grow dramatically

## Forecasts of Incremental Private Consumption Expenditure vs. Previous Year



Source: CEIC Data and AllianceBernstein forecasts

# Key Trends

- Traded volumes dropped by an unprecedented margin, reflecting the integration and lengthening of supply chains over the past decades
- The adequate political response to the crisis will prevent further worsening and set the stage for a slow recovery
- Recovery on Asia – Europe will be gradual, but eventually will catch up. Trade and globalization are here to stay
- As the transportation industry adapts to a more competitive environment, the fleet serving the market will undergo a structural shift, redefining land based requirements
- At the same time, the composition of the trades will change and move towards improved trade balance.
- In the mid term, infrastructure faces two main challenges
  - Adaptation to the change in the fleet composition will require important investments in North European base ports
  - Other ports must improve on existing infrastructure in order to cater for changed trade patterns and competitive service
  - Export areas are not the same as import areas and require generally more inland infrastructure

Thank You