





BIMCO is the world's largest international shipping association, with 1,900 members in around 120 countries. Our global membership includes the largest shipowners in the world, as well as the small port agents

Our vision

To be the chosen partner trusted to provide leadership to the global shipping industry

Our mission

To be at the forefront of global developments in shipping, providing expert knowledge and practical advice to safeguard and add value to our members' businesses



Risk management on the highest level

Learning about new fuels

Dealing with issues

Paying the "right" price for it



Covid-19 requires new *interaction* norms – for bunker barge personnel and ship's crew

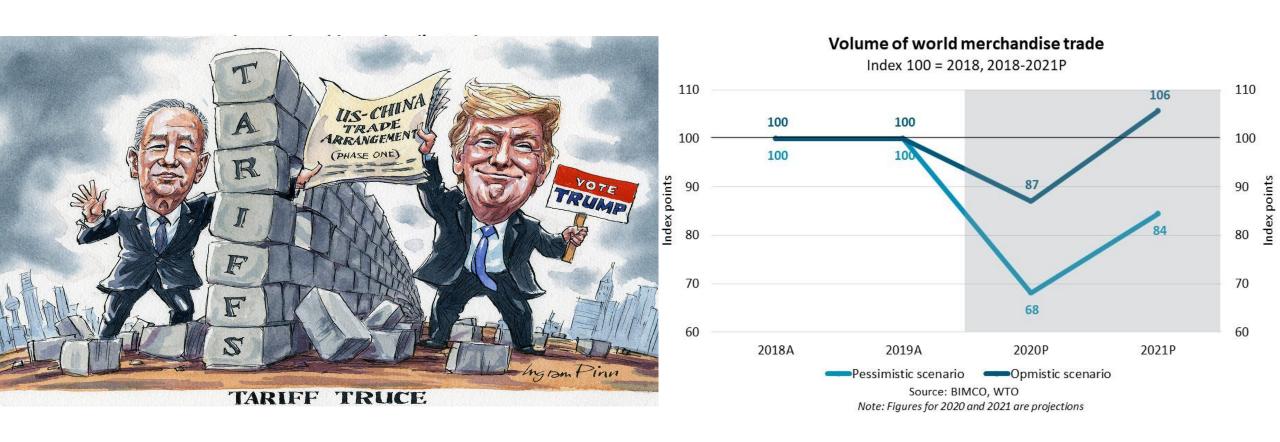


This is an urgent need to re-invent how the custody transfer is performed and how documentation is exchanged.



"Slowbalisation" and Protectionism



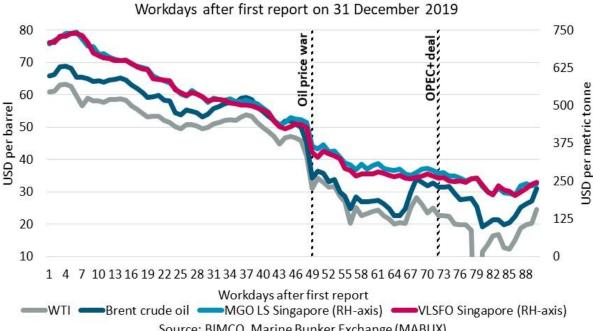


A sharp rebound scenario seems unlikely





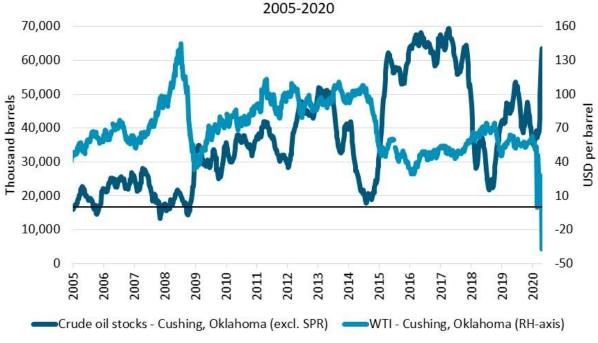
Oil prices and bunker prices after coronavirus outbreak



Source: BIMCO, Marine Bunker Exchange (MABUX)

Note: On 20 April 2020, the WTI future crashed to USD -37.63 per barrel.

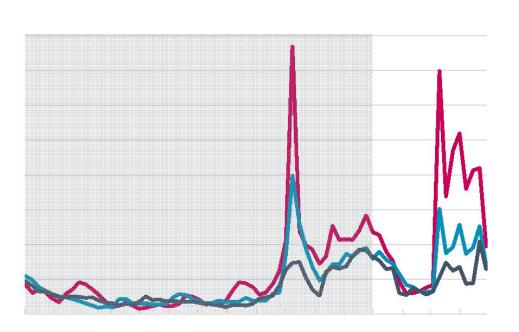
Crude oil stocks and WTI in Cushing, Oklahoma



Source: BIMCO, EIA, FRED

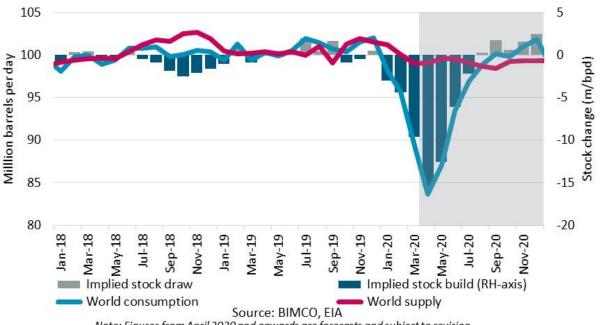
Geopolitics ruled.. ..while demand was destructed





World supply and consumption of liquid fuels

Million barrels per day, 2018-2020F

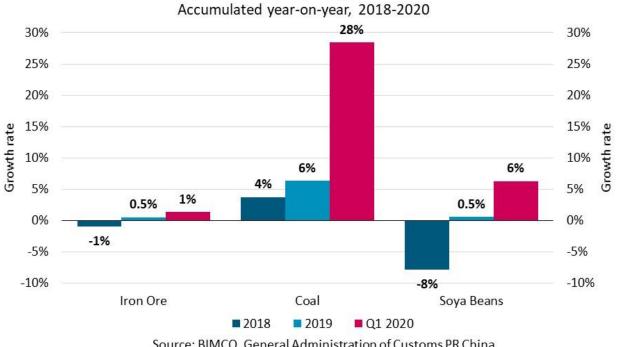


Note: Figures from April 2020 and onwards are forecasts and subject to revision.

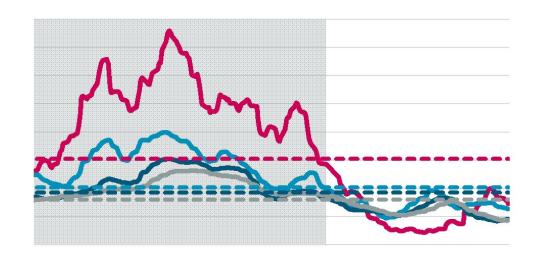
Chinese delivered on the volumesbut not on the freight rates



Major Chinese import growth rates



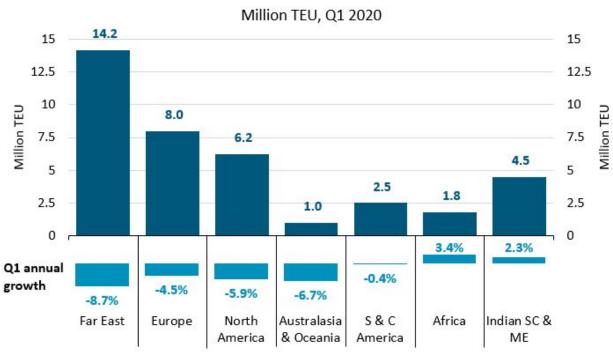
Source: BIMCO, General Administration of Customs PR China





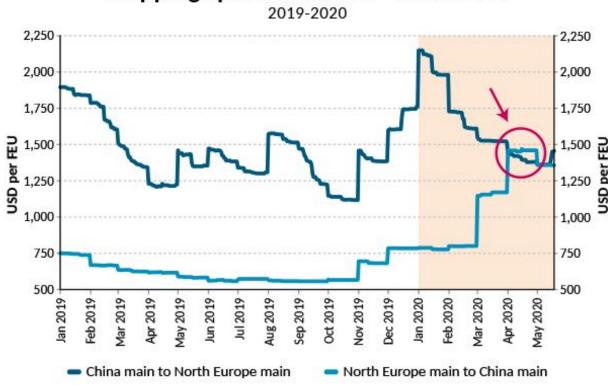


Global inbound container volumes



Source: BIMCO, CTS

Shipping spotrates for 40' Containers



Source: BIMCO, Xeneta

Note: Xeneta default settings: freight rates on China-Europe excludes Terminal Handling Costs, whereas freight rates on Europe-China includes Origin Terminal Handling Costs.

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