

Time Charter Rates		
Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	7.64	► 0.00
1,740/1,300TEU (G) 20.5 k	6.50	▲ 0.25
1,714/1,250TEU (G) 19k Bkk Max	3.33	► 0.00
2,500/1,900TEU (G) 22 k	8.17	▲ 0.24
2,500ECO/2,100TEU (G) 18.5 k	2.94	► 0.00
2,800/2,000TEU (GL) 22 k	5.50	▲ 0.31
3,500/2,500TEU (GL) 23 k	3.90	▲ 0.30
4,250/2,800TEU (GL) 24 k	9.20	▲ 0.80
6,500/4,900TEU (GL) 24 k	6.04	▲ 0.89
8,500/6,600 (GL) 25 k	6.08	▲ 0.48
9,000WB/7,100TEU (GL) 25 k	4.67	▲ 0.17
10,000/8,000 (GL) 25 k	4.67	▲ 0.17
BOXI Total	68.64	▲ 3.61
52 Week High	88.89	
52 Week Low	56.12	

Market comment

Charter rates continue to firm leaving a lack of tonnage entering the market for demo, as a result last week we saw the SINGAPORE EXPRESS (4,943-TEU, built 2000 Hyundai H.I.) achieve a huge price of \$365/Ldt basis delivery Alang for HKC compliant yards only - some \$30 over last done.

The NORDIC MACAU (3,421-TEU, geared, built 2014 Guangzhou Wenchong) has been reported as sold to Borealis Maritime Ltd for \$10.4m. Although she is 2014, she is actually part of a series of Panamax beam 3500s which explains the low price tag.

The second hand market is now fairly tight, with very few market candidates workable across any sector - if charter rates remain buoyant and more Buyers return to the market looking to acquire tonnage, we expect a shift up in pricing across most sectors of 2000TEU and upwards.

Braemar ACM's Demometer - Container Ship Deliveries

Demolition Sales Last 30 days	Total ACTUAL Demolished 2020	Total in Same Period 2019	Total Demolished 2019	Total NBs Delivered 2020
12,500 TEU (8 Vessels)	140,000 TEU (58 Vessels)	159,000 TEU (80 Vessels)	195,500 TEU (100 Vessels)	498,000 TEU (71 Vessels)

Vessel Deliveries Wk33/20	TEU	Shipyard	Owner	Deployment	Series No + Comment
Ever Front	12,118	Samsung H.I.	Evergreen Marine Corp	Asia-USEC-Asia	3/8 OCEAN-A AUE via Panama
SITC Nansha	2,400	Jiangsu Yangzijiang	SITC	Intra-asia	5/6 Korea-China-Malaysia PCM
Total TEU	14,518				

Macroeconomics

The Japanese economy has shrunk at its fastest rate on record as it battles the coronavirus pandemic. The world's third largest economy saw gross domestic product fall 7.8% in April-June from the previous quarter, or 27.8% on an annualised basis. Japan was already struggling with low economic growth before the crisis.

China's value-added industrial output, an important economic indicator, continued to recover as factories stepped up production, official data showed last week. Industrial output went up 4.8% y-o-y in July, according to data from the National Bureau of Statistics. On a month-on-month basis, industrial output rose 0.98%. In July, output by the manufacturing industry expanded 6% y-o-y. In the first seven months, industrial output went down 0.4% y-o-y, with the rate narrowing 0.9 percentage points from the January-June period.

American consumers spent less than expected in July as a pullback in auto sales helped cool an economy struggling to shake off the effects of the coronavirus pandemic. Retail sales rose 1.2% for the month, against the expected increase of 2.3% from economists surveyed by Dow Jones. Excluding autos, the gain was 1.9%, ahead of the 1.2% estimate.

Eurozone GDP fell by 12.1% q-o-q in the second quarter of the year, its biggest single quarter drop in history. On a y-o-y basis the drop was -15%. GDP fell by 12.1% in the euro area and 11.9% in the wider EU in the second quarter of the year, data by Eurostat showed.

Retail sales in Brazil rose 0.5% y-o-y in July 2020, rebounding from a downwardly revised 6.4% y-o-y fall in the previous month and beating market expectations of a 3.45% drop.

Liner and Trade

The outlook for the global container trade remains volatile according to Hapag-Lloyd chief executive Rolf Habben Jansen. While the outbreak of the coronavirus pandemic had led to a "substantial decline in volumes," there had been some uptick since June, he told analysts. "We are now looking at a contraction in the global economy of about 5% and a 7% decline in global container transport, which is fairly consistent with what we have seen so far," he said. "But it is a little bit better than some months ago when we were seeing forecasts that were down over 10%. (Source : Lloyd's List)

Container freight rates between Asia and the US West Coast have surged to record levels. Rates have risen amid signs that shippers are pushing out cargoes ahead of a potential second corona-virus wave. Spot rates rose to an all-time high of \$3,071/FEU. That is more than double mid-May levels and 110% higher than the same time last year, according to the Freightos Baltic Index.

ZIM has developed and implemented a new AI-based screening software to detect and identify incidents of mis-declared hazardous cargo before loading to vessel. The new ZIMGuard system scans shippers' cargo declarations at an early stage and flags potential cases of wrongly declared cargo. (Source : Port technology International)

Indicators	17-Aug-20	Last week	12 months ago
Shanghai Containerised Freight Index	1,168 ▲	1,107	817
FTSE 100 Index	6,135 ▲	6,051	7,117
US\$ LIBOR 12 month	0.46% ►	0.45%	1.93%
Brent Crude Oil Price \$/bbl	44.6 ►	45.0	58.6
Singapore Bunker 0.5% VLSFO \$/t	352 ▲	348	520