

# Weekly Container Briefing

9 February 2021

## Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	12.85	▶ 0.00
1,740/1,300TEU (G) 20.5 k	13.50	▶ 0.00
1,714/1,250TEU (G) 19k Bkk Max	7.50	▲ 0.31
2,500/1,900TEU (G) 22 k	17.55	▲ 0.24
2,500ECO/2,100TEU (G) 18.5 k	5.66	▲ 0.07
2,800/2,000TEU (GL) 22 k	12.83	▲ 0.31
3,500/2,500TEU (GL) 23 k	8.80	▶ 0.00
4,250/2,800TEU (GL) 24 k	22.40	▲ 2.40
6,500/4,900TEU (GL) 24 k	12.09	▶ 0.00
8,500/6,600 (GL) 25 k	12.80	▲ 0.96
9,000WB/7,100TEU (GL) 25 k	6.83	▲ 0.17
10,000/8,000 (GL) 25 k	7.00	▲ 0.33
<b>BOXi Total</b>	<b>139.81</b>	<b>▲ 4.79</b>
<b>52 Week High</b>	<b>139.81</b>	
<b>52 Week Low</b>	<b>56.12</b>	

## Market comment

Enquiry in the larger segments remains high and the market continues in the same vein. A lack of prompt vessels, both for charter and for second hand acquisitions continue to force the market ever higher.

This week Greek Owners are rumoured to have bought the CO OSAKA (4,506-TEU, built 2008, Samsung H.I.) from Japanese Owners for a price of \$20.5m, there are whispers that a second vessel has also been concluded to the same Buyers in an en bloc deal.

In the Feeder sector, the BARDU & BALEARES (2,546-TEU, geared, built 2014 Jiangsu Yangzijiang) were sold from Norwegian Owners at \$20m to LOG-IN & Borealis respectively. The pricing exceeding broker guidance, and even Sellers ideas by some margin.

## Braemar ACM's Demometer - Container Ship Deliveries

Demolition Sales Last 30 days	Total ACTUAL Demolished 2021	Total in Same Period 2020	Total Demolished 2020	Total NBs Delivered 2021
2,000 TEU (2 Vessel)	1,500 TEU (2 Vessels)	14,000 TEU (7 Vessels)	199,000 TEU (87 Vessels)	90,500 TEU (16 Vessels)

Vessel Deliveries	Wk05/21	TEU	Shipyard	Owner	Deployment	Series No + Comment
YM Target		12,726	Jiangsu Yangzijiang	Costamare Shipping	Asia-USWC-Asia	4/5 Yang Ming- THEA, PN3
Ever Fit		11,850	Imabari	Shohei Kisen	Asia-USEC-Asia	2/21Evergreen OCEAN-A AWE2 via Panama
Total TEU		24,576				

## Macroeconomics

Oil in London rose above \$60 a barrel for the first time in more than a year as stockpiles tighten and the demand outlook improves amid the global rollout of Covid-19 vaccines. It's another milestone in a stellar comeback from the biggest demand destruction in a generation after the pandemic forced countries to lock down, devastated economies and grounded planes. The revival is a boost for global energy companies and petro-states whose budgets were ravaged last year.

The January US employment report shows that non-farm payrolls rose 49,000 (consensus 105,000) while there were big downward revisions totaling -159,000. February's report should be better given that the California re-opening is underway. The strong ISM employment readings should also suggest more hiring in the next few months.

The US trade deficit in goods worsened by 6% in 2020, to \$916 bn, the biggest and worst ever. Exports of goods plunged by 13.2% to \$1.43 trillion, the worst since 2010. Imports of goods during the year fell by 6.6% to \$2.35 trillion.

Eurozone retail sales increased by 2% m-o-m in December. (up 0.6% y-o-y). After the November decline of -5.7%, retail sales did not return to October levels in December. This shows that new closures of non-essential retail continue to subdue overall eurozone retail sales. While France, Belgium and Ireland closed stores in November and opened them in December, Germany and the Netherlands closed them halfway through December, which is reflected in the sales figures.

## Liner and Trade

Long Beach, California handled 764,000TEU during January 2021, up 21.9% y-o-y, (down 1.1% m-o-m). Loaded imports increased 17.5% y-o-y to 364,000TEU in January, though down 10.3% m-o-m. For 2020, The total throughput at The Port of Long Beach for 2020 was 8.1m TEU, up 6.3%. (Data source : The Port of Long Beach)

Box volumes on the trunk deepsea trades shrunk 1.2% in the past year. With initial projections pointing to a double-digit dip, container shipping came out of 2020 relatively unscathed in what turned out to be a fruitful year for carriers. Following the initial coronavirus outbreak which led to box volumes slumping in the second quarter of the year, the liner industry feared the worst with high-end projections of a double-digit drop in business for the full year. (Source : Lloyd's List—CTS)

DP World Limited handled 19.1m TEU across its global portfolio of container terminals in 4Q2020, with gross container volumes increasing by 7.6% y-o-y on a reported basis and up 6.5% on a like-for-like basis. On a FY2020 basis, DP World handled 71.2m TEU, flat year-on-year and up 0.2% on a like-for-like basis. Jebel Ali, UAE, handled 13.48mTEU in 2020, down 4.4% compared to 2019 throughput. Jebel Ali's Q4 volumes increased 0.3% y-o-y. (Source DP World)

Indicators	09-Feb-21	Last week	12 months ago
Shanghai Containerised Freight Index	2,885 ▲	2,862	981
FTSE 100 Index	6,542 ▲	6,466	7,467
US\$ LIBOR 12 month	0.31% ▶	0.31%	1.84%
Brent Crude Oil Price \$/bbl	60.0 ▲	56.5	54.5
Singapore Bunker 0.5% VLSFO \$/t	486 ▲	454	535