

**Time Charter Rates**

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	25.00	► 0.00
1,740/1,300TEU (G) 20.5 k	27.00	▲ 2.00
1,714/1,250TEU (G) 19k Bkk Max	12.71	▲ 0.42
2,500/1,900TEU (G) 22 k	33.65	▲ 1.92
2,500ECO/2,100TEU (G) 18.5 k	10.88	▲ 0.59
2,800/2,000TEU (GL) 22 k	23.22	▲ 1.22
3,500/2,500TEU (GL) 23 k	16.80	► 0.00
4,250/2,800TEU (GL) 24 k	52.00	▲ 4.00
6,500/4,900TEU (GL) 24 k	22.40	▲ 0.36
8,500/6,600 (GL) 25 k	21.44	▲ 0.32
9,000WB/7,100TEU (GL) 25 k	12.50	▲ 0.50
10,000/8,000 (GL) 25 k	12.50	▲ 0.50
<b>BOXI Total</b>	<b>270.11</b>	<b>▲ 11.83</b>
<b>52 Week High</b>	<b>270.11</b>	
<b>52 Week Low</b>	<b>56.80</b>	

**Market comment**

Global Ship Lease announced further acquisitions this week in the form of a series of 4 x 5500TEU vessels from German Owners with long term charters attached. The **BARBARA, BALBINA, BLANDINE, and BERNADETTE** (5,300TEU, built 2009/10 Zhejiang Ouhua Shipyard) were announced at \$148m en bloc, the price reflecting the sub market charters attached to the vessels.

Elsewhere rumours surround the **SPHENE** (3,390-TEU, built 2007 Hanjin H.I.), acquired by Tsakos in February for \$13m. The vessel is rumoured to be sold on at region \$37m - an accurate representation of how far the market has come in just a few short months.

In the feeder sector, Lomar Shipping continue to take advantage of high asset prices and have sold the **GDYNIA TRADER** (1,730-TEU, geared, built 2001 Szczecin) for a price in excess of \$11m.

**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
1,500 TEU (2 Vessel)	10,500 TEU (12 Vessels)	52,5600 TEU (28 Vessels)	199,000 TEU (89 Vessels)	477,000 TEU (68 Vessels)

Vessel Deliveries	Wk24/21	TEU	Shipyard	Owner	Deployment	Series No + Comment
MSC Amelia		23,656	DSME	MSC	Asia-EUR-Asia	7/10 2m AE55-Griffin
Maersk Norddal		2,086	Imabari Shipbuilding	Shoei Kisen	Intra-Asia	4/5 Sea;land Asia Intra-Asia
Straits City		1,096	Kyokuyo Shipyard	Taylor Maritime HK	Intra-Asia	1/1 Asean Seas Line Japan-China PJX
<b>Total TEU</b>		<b>26,838</b>				

**Macroeconomics**

Retail sales in the United Kingdom fell by 1.4% between April and May as people chose to visit reopened bars and restaurants instead of buying food at supermarkets. The Office for National Statistics said sales fell most significantly at food stores as consumers took advantage of Covid restrictions being lifted in the hospitality sector to eat out.

The European Union's statistics office Eurostat confirmed inflation in the 19 countries sharing the euro rose 0.3% month-on-month for a 2.0% year-on-year increase, as estimated earlier. The ECB wants to keep inflation below, but close to 2%.

Growth in China's factory output slowed for a third straight month in May, likely weighed down by disruptions caused by COVID-19 outbreaks in the country's southern export powerhouse of Guangdong. Retail sales and investment growth also came in below market expectations, but analysts say underlying activity still looks quite solid, noting headline readings remain highly distorted by comparisons to the pandemic plunge early last year.

Australian retail sales rose less than expected in May, with a snap coronavirus lockdown in the country's second most populous state of Victoria hurting demand, preliminary data showed on Monday. Retail turnover gained 0.1% in May from a month earlier after jumping 1.1% in April, according to figures from the Australian Bureau of Statistics (ABS).

**Liner and Trade**

A leading liner boss has played down the threat of competition from shippers chartering their own vessels. Hapag-Lloyd chief executive Rolf Habben Jansen expects the "scramble for capacity", which is leading shippers to charter their own vessels, to be a short-term phenomena. A shortage of shipping space led US retail giant Home Depot to take drastic action and charter its own vessel. (Source : Tradewinds)

The situation at southern China's main export hubs around the Pearl River Delta continues to pose a significant threat to the containerised supply chain. Port congestion that has reduced work at Yantian is now spreading to other nearby container terminals as the number of vessels waiting to berth increases. Some 90 containerships over 10,000 dwt with a total capacity of 484,208 TEU are at anchor off southern China as of 0900 hrs June 17, BST, (Source : Lloyd's List)

A.P. Moller-Maersk (Maersk) has launched its first block train intermodal service between Europe and China, using Malaszewicze, Poland, as an EU exit point, in response to increasing congestion and shrinking ocean capacity. In a statement, the carrier said limited capacity on shipping lanes between Europe and Asia meant it has had to find new ways to meet customer needs. (Source : Port technology International)

Indicators	21-Jun-21	Last week	12 months ago
Shanghai Containerised Freight Index	3,748 ▲	3,704	988
FTSE 100 Index	7,060 ▼	7,147	6,293
US\$ LIBOR 12 month	0.24% ►	0.24%	0.57%
Brent Crude Oil Price \$/bbl	73.9 ▲	72.9	42.3
Singapore Bunker 0.5% VLSFO \$/t	527 ►	528	335