

Weekly Container Briefing

17 August 2021

Time Charter Rates

Vessel (TEU/HOM)	06-Aug	13-Aug	Index	+/-
1,100/715TEU (G) 19 k	35,000	35,000	48.61	▶ 0.00
1,740/1,300TEU (G) 20.5 k	56,000	57,500	57.50	▲ 1.50
1,714/1,250TEU (G) 19k Bkk Max	66,000	67,500	28.13	▲ 0.62
2,500/1,900TEU (G) 22 k	71,000	72,500	69.71	▲ 1.44
2,500ECO/2,100TEU (G) 18.5 k	78,000	80,000	23.53	▲ 0.59
2,800/2,000TEU (GL) 22 k	81,000	85,000	51.94	▲ 2.44
3,500/2,500TEU (GL) 23 k	91,000	93,000	37.20	▲ 0.80
4,250/2,800TEU (GL) 24 k	115,000	120,000	96.00	▲ 4.00
6,500/4,900TEU (GL) 24 k	130,000	135,000	48.00	▲ 1.78
8,500/6,600 (GL) 25 k	160,000	160,000	51.20	▶ 0.00
9,000WB/7,100TEU (GL) 25 k	180,000	180,000	30.00	▶ 0.00
10,000/8,000 (GL) 25 k	180,000	180,000	30.00	▶ 0.00
BOI Total *	\$/day	\$/day	571.82	▲ 13.17
52 Week High			571.82	
52 Week Low			68.64	

* Benchmark TC rates assessed on the basis of a 12-month time charter period

Market comment

Despite the lack of reportable transactions this week, the Sale & Purchase market is still very much active with more and more vessels committed on private terms.

Whilst we wait for new benchmarks to be set for larger vessels, prices on Feeders are again pushing upwards after taking pause for breath over the Summer holidays in Europe.

This week, a thirteen year old high specification Korean built 1,800TEU has reportedly achieved \$32.5m to a US-based operator basis a prompt charter free delivery. Otherwise, older Feeder vessels continue to attract attention of operators where a prompt charter free position is valued above all else.

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
1,800 TEU (2 Vessels)	12,500 TEU (15 Vessels)	142,000 TEU (61 Vessels)	199,000 TEU (89 Vessels)	678,000 TEU (93 Vessels)

Vessel Deliveries Wk32/21	TEU	Shipyard	Owner	Deployment	Series No + Comment
EVER FORE	11,888	Imabari Shipbuilding	Shoei Kisen	Asia- USEC-Asia	9/21Evergreen OCEAN-A, AWE4
Total TEU	0				

Macroeconomics

The UK economy grew by 4.8% between April and June, according to official figures, as most businesses emerged from lockdown. Data from the Office for National Statistics showed that the expansion in gross domestic product (GDP) was fuelled by retail, restaurants and hotels. The UK economy is now 4.4% smaller than it was before the pandemic.

The Chinese government has unveiled a five-year plan outlining tighter regulation of much of its economy. It says new rules will be introduced covering areas including national security, technology and monopolies in the world's second largest economy. The plan comes soon after Beijing started targeting the technology and education industries.

China released economic data for July that showed slower-than-expected growth as the world's second-largest economy battled floods and a resurgence of Covid-19. The slowdown was particularly apparent in individual Chinese consumer spending. Retail sales rose by 8.5% in July from a year ago, lower than the forecast 11.5%.

Eurozone industrial production declined again in June, missing expectations of an increase as supply-chain bottlenecks hindered activity, Eurostat data released Thursday showed. Output from factories, mines and utilities across the single-currency area in June fell 0.3% from the previous month, the EU statistics agency said. On an annual basis, industrial production rose 9.7% y-o-y in June, less than the 10.5% increase forecast by economists.

Liner and Trade

Container lines fear further congestion following an outbreak of Covid-19 at a container terminal at Ningbo port's Meishan Island. Ningbo Meidong Container Terminal, a subsidiary of Ningbo Zhoushan Port Co, suspended operations on 11 August after a worker tested positive for Covid-19. That has led carriers to warn shippers of disruption to shipping schedules as the prospect rises of worsening congestion in China's eastern ports. (Source : Tradewinds)

Hapag-Lloyd sees no reduction in demand until at least the first quarter of next year, and even that estimate may be pushed out again, with congestion and disruption in the supply chain lasting for at least another six months. "We still see demand being very strong," chief executive Rolf Habben Jansen told Lloyd's List. (Source : Lloyd's List)

Hamburger Hafen und Logistik (HHLA), which operates three of Hamburg's container terminals, managed a slight increase in box throughput in the first half of the year and raised its outlook for the whole of 2021 despite the ongoing congestion at the port. Container throughput increased by less than 1% to 3.4m TEU across all HHLA's facilities in Europe, and only 0.5% to 3.1m TEU at Hamburg. (Source : Lloyd's List)

Indicators	16-Aug-21	Last week	12 months ago
Shanghai Containerised Freight Index	4,282 ▲	4,226	1,168
FTSE 100 Index	7,150 ▲	7,132	6,090
US\$ LIBOR 12 month	0.24% ▶	0.24%	0.46%
Brent Crude Oil Price \$/bbl	69.0 ▶	69.0	45.0
Singapore Bunker 0.5% VLSFO \$/t	527 ▶	525	351