

The Monday Morning Container Briefing

14 February 2022

Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	48.61	▶ 0.00
1,740/1,300TEU (G) 20.5 k	57.50	▲ 2.50
1,714/1,250TEU (G) 19k Bkk Max	31.25	▲ 1.04
2,500/1,900TEU (G) 22 k	78.37	▲ 1.44
2,500ECO/2,100TEU (G) 18.5 k	26.03	▲ 0.29
2,800/2,000TEU (GL) 22 k	55.00	▶ 0.00
3,500/2,500TEU (GL) 23 k	40.00	▶ 0.00
4,250/2,800TEU (GL) 24 k	96.00	▶ 0.00
6,500/4,900TEU (GL) 24 k	55.11	▶ 0.00
8,500/6,600 (GL) 25 k	57.60	▶ 0.00
9,000WB/7,100TEU (GL) 25 k	34.17	▶ 0.00
10,000/8,000 (GL) 25 k	34.17	▶ 0.00
BOXI Total *	613.80	▲ 5.27
52 Week High	669.79	
52 Week Low	146.79	

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

Chartering

Another week in which the Feeder size sub 2,000 TEU has been the main driver of the market, considering that the sizes above are not offering any immediate solutions for operators to cover their tonnage needs.

Representative Fixtures

Vessel	TEU	14t	Reefer	YOB	Design	Gear	Delivery	Laycan	Period	Charterer	Rate/day
XIN LONG YUN 86	2,169	1,663	420	1998	FW 2000	2x45t	NE Asia	Apr-22	6-7 m	TS Lines Ltd	\$62,000
NORDOCELOT	1,756	1,385	350	2014	CV Neptun 1700		NE Asia	Feb-22	24-26 m	Maersk Line A/S	\$54,000
TYGRA	1,100	890	200	1998	Maersk A class	2x35t	SE Asia	May-22	34-38 m	Maersk Line A/S	RNR
JRS CORVUS	698	436	120	2008	Mawei 437		NE Asia	Mar-22	5-7 m	TS Lines Ltd	\$25,000
ORION	698	441	120	2008	Mawei 437		UK Cont	Mar-22	23-25 m	Unifeeder A/S	€15,250
MAIKE D	660	412	100	2000	Sietas 156		UK Cont	Mar-22	23-25 m	Unifeeder A/S	€14,900

S&P

Another busy week on the S&P market – especially on feeders with vessels and prices moving fast. The week was also notable for the number of re-sales committed on subjects as operators push hard to secure modern tonnage towards the end of the year and well into 2023.

Amongst them, Vega Reederei chose to profit take on their newbuilding orders and resold four 1,900TEU berths at Yangfan to CMA CGM at a reported \$44.5m. The quartet were scheduled for delivery end of 2022 and early 2023.

On the other side of the coin, given their own newbuilding program, Briese sold down on existing tonnage with the sale of the 1368TEU **HOOG** (1,386-TEU, geared, built 2006 AVIC Weihai) to Carmel Shipping, Israel at \$23.6m. This price however looks likely to be very quickly eclipsed by current discussions. A trend that looks set to continue with the year of the Tiger getting off to a roaring start.

For Panamax and above there is nothing new to report, although during the week there have been several rumours about some post-Panamax newbuildings with delivery in 2023 being under firm negotiations, including possible extensions of existing tonnage.

In the spot market it is likely that it will take a while until a new fixture will be reported as the few vessels open for this year are only disposable in a few months or the second half of the year and operators are not yet willing to meet owners expectations.

In the 2,000 - 3,000 TEU there was only one vintage FW 2100 type (**XIN LONG YUN 86**, 2,169-TEU, geared, built 1998 Flenber Werft) being reported to have fixed a short six months charter with TS Lines at \$62,000/day. Another fixture proving that a vessels age is irrelevant in this market and operators take whatever is available in order to get the cargo shipped.

Sub 2,000 TEU and mainly 1,700 TEU vessels were the main event of the week including resales, second hand as well simple chartering.

Another record was broken when the modern Topaz 1700 (**NORDOCELOT**, 1,756-TEU, gearless, built 2014 Zhejiang Ouhua Shipyard) was picked up by Maersk Line for two years at \$54,000/day, which is a remarkable rate for this firm period from one of the top operators. Several uncovered requirements for this segment will not allow the market to relax, although it should be stressed that regional feeder operators are now often unable to follow the latest rate increase.

The previous famous movie star (MAERSK ALABAMA-renamed **TYGRA**, 1,100-TEU, geared, built 1998 China Shipbuilding) from Captain Philips was this week also reported to have extended with Maersk Line for three years at private terms.

Unifeeder was reported to have extended 2 x 700 TEU vessels for two years, each signalling that now also the small Feeders are able to get period employment.

Liner Freight Rates

Liner freight rates have slightly weakened for a second consecutive week. The Freightos Global Container Index dropped 0.3% last week, following a 1.5% fall during the previous week. The last time this index dropped for two consecutive weeks was back in August 2021.

The main driver pulling down the average index was a weekly drop of \$1,246/FEU on the China-East Asia-Northern Europe rates, pulling spot rates down to \$14,483/FEU, a weekly fall of 8%.

Trans-Pacific rates were more stable. China-East Asia to US west coast reported no change at \$15,218/FEU. China-East Asia to US east coast rates reported a modest 0.8% increase to \$16,893/FEU.

Container Ship Demolition Prices US\$/LDT

	This week	Last Week	12 months ago	Momentum
India	660	645	450	▲
Bangladesh	650	660	440	▼
Pakistan	640	630	430	▲
Turkey	400	410	250	▼