

The Monday Morning Container Briefing

21 February 2022

Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	52.08	▲ 3.47
1,740/1,300TEU (G) 20.5 k	62.50	▲ 5.00
1,714/1,250TEU (G) 19k Bkk Max	32.29	▲ 1.04
2,500/1,900TEU (G) 22 k	81.73	▲ 3.37
2,500ECO/2,100TEU (G) 18.5 k	26.47	▲ 0.44
2,800/2,000TEU (GL) 22 k	56.53	▲ 1.53
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
BOX Total *	628.65	▲ 14.85
52 Week High	669.79	
52 Week Low	150.19	

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

Chartering

Throughout the week we have seen the activity accelerating with various deals across all sizes under discussion.

So after a few weeks where some operators were holding back and working on their employment plans for the year, it now converts into concrete action to cover tonnage demand.

Representative Fixtures

Vessel	TEU	14t	Reefer	YOB	Design	Gear	Delivery	Laycan	Period	Charterer	Rate/day
TASMAN STRAIT	1,713	1,259	377	2008	CSBC 1700	2x40t	MED	May-22	36-38 m	Maersk Line	\$38,000
PUTNAM	1,708	1,243	172	2008	Imabari 1700		NE Asia	Jun-22	30-36 m	Sea Consortium	\$39,000
A IDEFIX	1,686	1,215	330	2008	Aker CS 1700	3x45t	NE Asia	Feb-22	36-38 m	Sea Consortium	\$42,500

S&P

The headline transaction announced this week was the sale of two sixteen year old 8200TEU vessels **NAVIOS UTMOST** and **NAVIOS UNITE** (8,200-TEU, built 2006 Hyundai H.I.) for a total price of \$220m by Navios Maritime Partners. The vessels will deliver in the second half of the year and originally had TC commitments until approximately September 2022 at \$21,656/day and April 2024 at \$27,840/day respectively.

Lomar Shipping continued to be active on the sell side and committed the 2010 built **WINDSWEPT** (2,872-TEU, gearless, built 2010 Yangfan Zhoushan) at \$52m to Transfar Shipping - the Singapore registered but Alibaba linked carrier. Again demonstrating how far the container market has come since the closing months of 2020 when Lomar purchased the ship and sister at slightly over \$10m each.

Otherwise Mediterranean-based Buyers were reported to have purchased the CV1100 **VEGA KAPPA** (1,102-TEU, geared, built 2007 Qingshan Shipyard) which is charter free in May 2022 in the region of \$23m.

The next few weeks will see an increase of fixtures although the tonnage supply remains exceedingly tight. In addition a number of the upcoming vessels are at the same time sales candidates and likely be sold as the never-ending hunger for buying driven mainly by liner operators remains high.

In the size of 4,000 TEU and above, two baby-Panamax types have been fixed for a period of 2.5 years at a reported rate of \$60,000/day basis a delivery at the end of the year. This is setting another benchmark for this size, although the period is shorter than expected but the rate reflects a premium.

A few vessels are currently being discussed in the 2,500-3,500TEU size with further details expected to be disclosed next week but it appears that the owners are now focussing on increasing the period instead of chasing for further rate advancements.

Most active segment remains the 1,700 TEU size where several deals were concluded and are on subjects.

The Aker 1700 '**A IDEFIX**' (1,686-TEU, geared, built 2008 Wadan Yards) fixed a three year charter at \$42,500/day out of a prompt position with Sea Consortium - a 5% increase compared to what was recently done.

Maersk Line took the CSBC 1700 **TASMAN STRAIT** (1,713-TEU, geared, built 2008 CSBC) for three years in the Mediterranean at a reported rate of \$38,000/day.

In the smaller Feeder size of 1100 TEU, there are several vessels in advanced discussions for periods between one to three years in Asia as well as in the Atlantic.

Trade Demand

China's box ports got 2022 off to a good start. The top ten Chinese container ports handled 24.16m TEU during January 2022, an increase of 1.6% y-o-y.

Shanghai port broke all monthly records with a January throughput figure of 4.35m TEU.

The port of Shanghai and the nearby cluster of Ningbo-Zhoushan handled a combined 7.32m TEU in January 2022, up 5.6% y-o-y.

These two busy Chinese gateway ports have handled 78.5m TEU in the 12 month period from February 2021 to January 2022, up 7.5% y-o-y.

Container Ship Demolition Prices US\$/LDT

	This week	Last Week	12 months ago	Momentum
India	660	660	450	▶
Bangladesh	670	650	440	▲
Pakistan	650	640	430	▲
Turkey	400	400	250	▶