

The Monday Morning Container Briefing

2 May 2022

Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	44.44	▼ 4.17
1,740/1,300TEU (G) 20.5 k	60.00	► 0.00
1,714/1,250TEU (G) 19k Bkk Max	29.17	► 0.00
2,500/1,900TEU (G) 22 k	81.73	► 0.00
2,500ECO/2,100TEU (G) 18.5 k	26.47	► 0.00
2,800/2,000TEU (GL) 22 k	56.53	► 0.00
3,500/2,500TEU (GL) 23 k	40.00	► 0.00
4,250/2,800TEU (GL) 24 k	92.00	▼ 4.00
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 *	611.38	▼ 8.17
52 Week High	#N/A	
52 Week Low	#N/A	

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

Chartering

Activity increased as multiple deals were this week freshly reported although several were done for shorter periods only as most MLO's still refrain from the period market and the longer commitments owners are demanding.

Representative Fixtures

Vessel	TEU	14t	Reefer	YOB	Design	Gear	Delivery	Laycan	Period	Charterer	Rate/day
JADRANA	4,957	3,676	600	2014	YZJ 5000		SE Asia	May-22	70-80 d	MSC	\$110,000
WIKING	4,957	3,676	600	2016	YZJ 5000		NE Asia	May-22	2-3 m	CMA CGM	\$51,000
ZHONG GU FU JIAN	4,892	3,162	560	2010	Daewoo 4500		NE Asia	May-22	11-13 m	Transfar Logistics	RNR
ZHONG GU JI LIN	4,350	3,100	400	2002	Hanjin 4300		NE Asia	May-22	11-13 m	Transfar Logistics	RNR
MERKUR OCEAN	3,800	3,000	500	2013	SDARI 3800		W MED	May-22	5-6 m	Hapag-Lloyd	\$61,000
TIGER	2,524	1,854	550	2005	VW 2500	3x45t	SE Asia	May-22	3-4 m	BAL Container Line	\$95,000
ZHONG GU SHANG HAI	2,500	2,350	50	2015			NE Asia	May-22	11-13 m	Transfar Logistics	RNR
LANGENESS	1,368	870	258	2006	Weihai 1300	2x45t	W MED	May-22	35-37 m	Melfi Marine	RNR
KANTATA	1,118	700	220	2006	CV 1100	2x45t	MED	May-22	23-35 m	MSC Mediterranean Shipping	\$24,000
SONATA	1,118	700	220	2006	CV 1100	2x45t	MED	May-22	23-25 m	MSC Mediterranean Shipping	\$24,000
CONTSHIP OAK	1,102	700	220	2007	CV 1100	2x45t	W Af	Jun-22	23-25 m	MSC Mediterranean Shipping	\$24,000
BF FORTALEZA	700	380	100	1996	Sietas 160		UK CONT	Apr-22	5-7 m	Unifeeder	€12,000

S&P

The second hand market continued in much the same vein this week, one Buyer driving the majority of the sales activity and a small amount of interest from Non operating Owners buying against longer term charters.

Growing uncertainty on the timeline for China's current lockdowns has only exaggerated People's 'wait and see' approach to the market with a number of Parties sitting on the fence on both the Buy and Sell sides.

MSC are rumoured to have taken a number of vessels from the ex Norddeutsche Vermogen fleet including one 8,500TEU vessel and up to four 3,500TEU vessels. In the feeder sector they have also taken the **SUEDEROOG + NORDEROOG** (1,368-TEU, geared, built AVIC Weihai 2004/05) from Germany-based Owners on private terms. From Chinese Owners they have bought the **A HOKEN** (1,736-TEU, geared built 2004 Guangzhou Wenchong) at region \$24m which demonstrates the softening in prices we have been expecting in recent weeks.

Some first quarter results were this week published which still show a very profitable market for operators who adjusted their profit forecast for the full year considerably.

Zhonggu Logistics agreed to extend two Panamax types and one 3,500 TEU with Transfar Shipping for 12 months only for their trans-Pacific trade.

After having recently taking several vessels on long-term charter, newly established Tailwind Shipping chartered out 3 vessels for short periods to Hapag Lloyd, Cma Cgm and MSC respectively as it appears they could not launch their service at this stage and now planning to do in Q4 only which could well relate to the current lockdown in parts of China causing severe delays and reduced volumes.

In the smaller segment, the VWS 2500 **TIGER** (2,524-TEU, geared, built 2005 Volkswerft) fixed a short charter with BAL of 3-4 months at \$95,000/day. This shows that despite the recent drop on spot freight rates on most major trade routes, the current rates still demonstrate that operators must pay up for prompt tonnage, although these rates have peaked since early 2022.

Plenty of deals were done in the smaller feeder segment with MSC being linked to several 1,100 TEU feeders for periods of 2 years as well as additional acquisitions. Other vessels within the size is also under discussion and more deals will soon be finalized.

Only segment with very little actions remains the 1,700 TEU size where no recent deals were reported, and some vessel positions are on the horizon but there are some first signals that Shanghai could soon open up again which will likely increase export volumes extensively.

The **LANGENESS** (1,386-TEU, geared, built 2006 AVIC Weihai) is reported to have been sold to German Buyers against a three year time charter to Melfi Lines.

The newbuilding market rumbles on, with slot space becoming increasingly scarce and prices being squeezed higher on the back of rising labour and raw material costs. PIL have announced they intend to order a series of 8,000TEU vessels with discussions ongoing in both China and South Korea.

Container Ship Demolition Prices US\$/LDT

	This week	Last Week	12 months ago	Momentum
India	715	725	520	▼
Bangladesh	710	690	520	▲
Pakistan	705	710	540	▼
Turkey	450	460	260	▼

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