

## Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	15.28	► 0.00
1,740/1,300TEU (G) 20.5 k	14.00	► 0.00
1,714/1,250TEU (G) 19k Bkk Max	6.88	▲ 0.63
2,500/1,900TEU (G) 22 k	15.38	► 0.00
2,500ECO/2,100TEU (G) 18.5 k	5.74	▲ 0.29
2,800/2,000TEU (GL) 22 k	10.39	► 0.00
3,500/2,500TEU (GL) 23 k	7.00	► 0.00
4,250/2,800TEU (GL) 24 k	15.20	► 0.00
6,500/4,900TEU (GL) 24 k	11.56	► 0.00
8,500/6,600 (GL) 25 k	12.80	► 0.00
9,000WB/7,100TEU (GL) 25 k	7.92	► 0.00
10,000/8,000 (GL) 25 k	7.92	► 0.00
<b>BOXi Total *</b>	<b>130.05</b>	<b>▲ 0.92</b>
52 Week High	653.51	
52 Week Low	128.42	

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

## Chartering

Some disarray is seen in the Container Market as the Chartering activity continues to be active with vessels quickly clearing from the open tonnage lists.

Specific vessel types are even seeing an upward trend whereof different Freight rate indices are displaying an ongoing downward trend as seen for several months now.

In addition, some sublets are entering the market and there are talks that some operators are trying to return vessels earlier with scheduled newbuilding's filling in some of these slots.

As already reported some weeks ago, Tailwind Shipping is expanding their Far East to Europe service and this week announced that the CSBC 5500 **'TABEA'** (5,527TEU, built 2006 CSBC) will be joining their so-called Panda Service from late April on private terms.

Other post-Panamax types remain under discussion and the overall supply side remains limited consequently rates are stable with operators however being concerned about the period commitments.

After some idle time, owners of the well-regarded Hyundai Corinthiakos type **'MALIAKOS'** (4,368 TEU, built 2012 Hyundai Samho) entered a period charter for 2 to 3 months with ONE at private terms. Other Panamax vessels are seeing some increased demand again with operators now looking at April positions with no March positions being available anymore.

Some more activity was seen in the sub-Panamax segment with CMA CGM securing the B178L type **'LODUR'** (3,091 TEU, geared, built 2003 Szczecin) in the Atlantic for 10 to 12 months at \$18,000. This a popular design for the operator as they have been operating this design for several years predominantly within their West Africa-related services.

Likewise in the Atlantic, Hapag Lloyd extended the Aker 2800 design **'HAMMONIA BALTICA'** (2,790 TEU, built 2007 Nordic Yards) for another year at \$16,500 trading between the Mediterranean and the US East Coast. The similarly sized but less economical **'ROBIN 2'** (2,797 TEU, geared, built 2007 Yangfan Zhoushan) was picked up by MSC out of spot position for a 6 to 8 months period at \$15,000.

CMA CGM continues to be the most active operator in the Feeder size of 1,800 TEU and secured two additional units. Year to date they dominate this size with more than 20% of all fixtures linked to the Marseille-based operator - a clear intention of increasing their Feeder operation which is also seen on the smaller Feeder types.

Modern ecotypes with better fuel efficiency and consequently better CII ratings are finally seeing the interest they deserve resulting that owners being able to uplift charter rates during the past two weeks as seen in the reported fixtures. The strong rate seen on the newbuilding **'A KOBE'** (1,800 built 2023, Jiangsu Yangzijiang) from Chinese owners reflects the vessel trading into Russia. 1100 TEU Feeder vessels in the Atlantic are notably stable due to the limited supply being available.

## Representative Fixtures

Vessel	TEU	14t	Reefer	YOB	Design	Gear	Delivery	Laycan	Period	Charterer	Rate/day
MALIAKOS	4,376	2,802	450	2012	Hyundai		NE Asia	Mar-23	2-3 months	O.N.E.	\$19,000
LODUR	3,091	2,430	500	2003	B178	3x45t	MED	Mar-23	10-12 months	CMA CGM	\$18,000
ROBIN 2	2,797	2,150	883	2007	Zhejiang 2800	3x40t	UK CONT	Mar-23	6-8 months	MSC	\$15,000
HAMMONIA BALTICA	2,790	2,139	400	2011	CS 2800		UK CONT	Apr-23	12 months	Hapag-Lloyd	\$16,500
TIGER	2,254	1,854	550	2005	VW 2500	3x45t	NE Asia	Mar-23	30-50 days	China United Lines	\$18,500
VEGA COLIGNY	1,868	1,290	230	2023	SDARI 1900		NE Asia	Apr-23	8-12 months	Italia Marittima	\$17,000
A KOBE	1,800	1,370	250	2023	YZJ 1800		NE Asia	Mar-23	12 months	Undisclosed	\$25,000
LECANGS DOLPHIN	1,800	-	300	2023	Huanghai 1800		NE Asia	Apr-23	5-7 months	CMA CGM	\$16,000
INFERRO	1,762	1,375	492	2020	SDARI 1800		SE Asia	Mar-23	6 months	Sinotrans	\$16,000
HANSA HOMBURG	1,740	1,290	300	2009	Wenchong 1700		SE Asia	Mar-23	4-6 months	CMA CGM	\$13,950
SONGA TIGER	1,740	1,295	296	2008	Wenchong 1700	2x45t	SE Asia	May-23	23-25 months	China Navigation	\$16,750
CAPE FARO	1,400	1,050	174	2006	PW 1500		NE Asia	Mar-23	5-7 months	CK Line	\$14,000
ALEXANDER L	1,368	870	258	2011	Odely 1300	2x40t	SE Asia	Mar-23	4-8 months	Maersk Line	\$13,450
KRETA S	1,145	703	207	1998	Orskov	2x40t	MED	Mar-23	75-90 days	EMES	\$13,600
CONTSHP SKY	1,118	712	220	2008	CV 1100	2x45t	CARIBS	Mar-23	5-7 months	Caribbean Feeder Services	\$13,500

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**S&P**

Despite continued headwinds on freight rates, the S&P market continues to build some momentum.

There are a number of Panamax and post-Panamax vessels under close discussion and we expect to be able to report further transactions in short order.

It is through the feeder market that continues to be the engine room of the market with enquiry from newcomers and established names alike.

Amongst the reported transactions was the 3500TEU **NORTHERN DEBONAIR** (3,534 TEU, built 2007 Shanghai New) which was said to have been committed to Chinese Buyers, and **G. BOX** (1,714 TEU, geared, built 2018 Guangzhou Wenchong) which after formally inviting offers a few weeks ago was committed to a large European liner company on private terms.

Lomar was again active on the sell side and amongst these was the freshly dry docked **BATAM TRADER** (1,078 TEU, geared, built 2002 Jurong Shipyard) which was reported as sold to Tehama Shipping at a strong price of high \$6m based on prompt delivery.