

Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	11.11	▼ 0.69
1,740/1,300TEU (G) 20.5 k	9.00	► 0.00
1,714/1,250TEU (G) 19k Bkk Max	4.38	▼ 0.10
2,500/1,900TEU (G) 22 k	11.06	▼ 0.48
2,500ECO/2,100TEU (G) 18.5 k	4.41	► 0.00
2,800/2,000TEU (GL) 22 k	7.33	► 0.00
3,500/2,500TEU (GL) 23 k	5.60	► 0.00
4,250/2,800TEU (GL) 24 k	12.80	► 0.00
6,500/4,900TEU (GL) 24 k	8.18	► 0.00
8,500/6,600 (GL) 25 k	8.96	► 0.00
9,000WB/7,100TEU (GL) 25 k	6.17	► 0.00
10,000/8,000 (GL) 25 k	5.75	► 0.00
BOXi Total *	94.74	▼ 1.27
52 Week High	152.22	
52 Week Low	94.74	

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

Chartering

With just a few more weeks until year-end and the world preparing for the holiday season, chartering activity remains robust at a time when it is not uncommon for demand to slow.

Most owners, for nearly all sizes, have options to secure employment, although mainly for shorter charter periods, which does not leave much breathing space until the next employment needs to be secured.

The downward trend, as seen for most of the second half of this year (2023), has slowed.

Nothing was officially reported or confirmed in the post-Panamax segment. Although, the word on the street, was that three lengthened Hyundai 8000 types, were said to have been finalised for a two-year extension up to their next class renewal.

In the Panamax segment, the China-controlled Hanjin 4300 “ZHONG GU JI LIN” (4,350 TEU, built 2002, Hanjin H.I.) was extended for another 2 to 4 months charter at \$16,500, which is in line with last done. This level has now been the market rate for 1.5 months and indicates stability in the segment. With limited supply available, as we already mentioned previously, the market is expected to continue to move sideways in the coming weeks.

Between 2,000 – 4,000 TEU, healthy activity in the Pacific was again recorded and now less-popular designs are attracting interest while operators face fewer options.

Messina Lines secured the Shanghai 3500 ‘HOPE ISLAND’ (3,534 TEU, gearless, built 2006 Shanghai New Shipyard) in the Atlantic for 3 to 6 months at a surprisingly firm rate of \$15,250. In the Pacific, the Hanjin 3400 ‘ZHONG GU SHAN DONG’ (3,398 TEU, gearless, built 2007 Hanjin H.I.) obtained a similar rate for a slightly shorter period. The Hyundai 2800 ‘MONACO’ (2,824 TEU, gearless, built 2006 HMD) was extended by Samudera in the Far East for another 6-month charter at \$12,000. The vessel is scheduled to join the operator’s new Asia – Middle East trade. Lastly, Cosco chartered the scrubber fitted Aker 2700 ‘X-PRESS KARAKORAM’ (2,741 TEU, gearless, built, 20085 Aker Osteel) for a similar duration at a healthy rate of \$14,500, with the scrubber saving in the operator’s full benefit.

In the smaller Feeder size, CMA CGM was behind the fixture of the STX 1900 ‘SAFEEN PIONEER’ (2,034 TEU, gearless, built 2016 STX Dalian) for a 3 to 7 months charter at \$10,800, which is in line with what similar-sized tonnage has recently fixed in the Pacific. In the Mediterranean, it was the same operator who took the Peene 1400 ‘CAPE FRANKLIN’ (1,440 TEU, gearless, built 2006 Peene-Werft) for a flexible and short 1-to-5-month duration at \$9,000.

CMA CGM was also linked to the extension of the Saintry 1000 ‘CONTSHIP ZEN’ (1,072 TEU, geared, built 2014 Saintry Shipyard) for their Mediterranean – North Africa service at a strong rate of \$9,500 for a 4-to-6-month period. In comparison, similar-sized Feeder tonnage in the Far East is obtaining significantly lower rates. The Daesun 1000 ‘ASIATIC PRIDE’ (1,049 TEU, gearless, built 2008 Daesun) fixed a 3–5-month period with Taicang Container Line at \$7,000, while the CV1100 type ‘OTANA BHUM’ (1,019 TEU, geared, built 2008 Jiangsu Eastern) managed to get \$6,300 for a 4-8 month extension with Jin Jiang.

Representative Fixtures

Vessel	TEU	14t	Reefer	YOB	Design	Gear	Delivery	Laycan	Period	Charterer	Rate/day
ZHONG GU JI LIN	4,350	3,100	400	2002	Hanjin 4400		NE Asia	Dec-23	2-4 months	Transfar Logistics	\$16,500
ZHONG GU SHAN DONG	3,398	2,460	300	2007	Hanjin 3400		NE Asia	Dec-23	2-4 months	Transfar Logistics	\$15,000
HOPE ISLAND	3,534	2,353	500	2006	Shanghai 3500		W MED	Dec-23	3-6 months	Messina	\$15,250
MONACO	2,824	2,012	586	2006	Hyundai 2800		NE Asia	Dec-23	5-6 months	Samudera	\$12,000
X-PRESS KARAKORAM	2,741	2,116	400	2008	Baltic CS 2700		SE Asia	Nov-23	5-7 months	COSCO	\$14,500
SAFEEN PIONEER	2,034	1,450	350	2016			SE Asia	Nov-23	3-7 months	CMA CGM	\$10,800
CAPE FRANKLIN	1,440	1,050	174	2006	PW 1500		MED	Nov-23	1-5 months	CMA CGM	\$9,000
OTANA BHUM	1,019	703	277	2008	CV1100		NE Asia	Dec-23	4-8 months	Jin Jiang	\$6,300
CONTSHIP ZEN	1,072	750	250	2014	Saintry 1000	2x40t	MED	Dec-23	4-6 months	CMA CGM	\$9,500
CONCERTO	1,091	642	155	2021	Tsuneishi		NE Asia	Nov-23	1-3 months	COSCO	\$7,000
ASIATIC PRIDE	1,049	671	180	2008	Dae Sun 1000		NE Asia	Dec-23	3-5 months	Taicang Container Lines	\$7,000
CHARLOTTA	889	640	230	2009	Mawei 600		MED	Nov-23	7-14 days	Alisios Shipping	\$8,500

S&P

The second-hand market has increased in activity and whilst it is not 'bouncing', enquiry levels have picked up. On this note, Dubai-based buyers have been linked to the purchase of the **LEO PERDANA** (2,553 TEU, gearless, built 2007 Naikai Zosen) at around \$11m. To place this in context, one year ago we recorded sales of similar size and aged vessels in the region of \$22-23m.

Separately, Singapore-based buyers have been linked to the purchase of the 2003 built baby-Panamax **NORTHERN DECENCY** (4,173 TEU, built 2003 Hyundai H.I.) at just over \$13m, we noted similar size age ships trading hands for low-\$20s 12 months ago.

Outside of that, there are persistent rumours of another en bloc feeder deal that will set new lower benchmarks. We expect to be able to comment further next week. Thus overall it seems that new pricing levels are now generally accepted by Sellers. The bid/offer spread has narrowed and the market is seeing some healthy levels of activity.

On the newbuilding front, the container market is gaining some headlines. Maersk is reportedly in discussions for up to 10 x DF methanol 3,500 ETU vessels; most likely to be built in China. In addition, CMA CGM is rumoured to have contacted yards to tender for (5+5) x DF LNG 4,000TEU vessels.

In the recycling segment, activity remained worryingly low, except the **ZE HONG** (2,480 TEU, gearless, built 1995 Thyssen Nordseewerke, 11,614 LDT) unit was sold 'as is' Zhoushan at \$535 USD/LDT, with 400t of bunkers to ROB .

Despite high historical demolition prices on offer, a weakening charter/freight market, and the spectre of a large orderbook casting a sinister shadow over the prospects for 2024, participants in the recycling market remain slow to react.

The press articles and analyst notes accurately describe what the market can expect with low demand and high supply on the way. 'Save the market, Scrap a Ship' cannot be a bad thing for us to encourage.