Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	19.44	▲ 1.74
1,740/1,300TEU (G) 20.5 k	22.50	▲ 1.00
1,714/1,250TEU (G) 19k Bkk Max	12.29	▲ 0.21
2,500/1,900TEU (G) 22 k	29.33	▲ 0.48
2,500ECO/2,100TEU (G) 18.5 k	12.50	▲ 0.74
2,800/2,000TEU (GL) 22 k	22.00	▲ 1.53
3,500/2,500TEU (GL) 23 k	17.40	▲ 0.40
4,250/2,800TEU (GL) 24 k	44.00	▲ 4.00
6,500/4,900TEU (GL) 24 k	24.71	▲ 0.71
8,500/6,600 (GL) 25 k	23.84	▲ 0.64
9,000WB/7,100TEU (GL) 25 k	15.42	▶ 0.00
10,000/8,000 (GL) 25 k	15.00	▶ 0.00
BOXi Total *	258.43	▲ 11.45
52 Week High	258.43	
52 Week Low	93.27	

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

Chartering

While fixing activity for the segment above 2,000 TEU remains on hold, the main chartering activity continues to focus on the smaller feeder segment. There are healthy improvements in the feeder size of around 1,000 TEU, a trend we've previously highlighted. The Atlantic market is becoming more active as supply diminishes.

Some of the liner giants continue to stall upcoming extension discussions, hoping that owners will readjust their target terms. This strategy appears to be a gamble they are willing to take given the limited overall supply. It would not take much fixing for operators to find themselves without options to cover their sailings, posing a risk to their service integrity. However, operators are often forced to accept long-term commitments, which appears to be the biggest obstacle. With some freight indices showing a reverse trend compared to recent months, liner psychology comes into play, raising questions about what can be expected in the coming months. It should be stressed that even if rates are not experiencing significant gains, they remain elevated and profitable.

Within the sub-Panamax segment, Akkon Lines chartered the Hyundai 2800 '**OVP TAURUS**' (2,824 TEU, gearless, built 2003 Hyundai Mipo Dockyard) for 6 months at a solid premium rate of $59,000, including the flexibility to sail through the Red Sea for their Far East/Turkey service. Maersk Line was reported to have extended the SSW 2500 '**FAYSTON FARMS**' (2,492 TEU, geared, built 2006 Howaldtswerke) for 12 months at a rate consistent with what has been done previously for similar-sized tonnage. The vessel is currently employed between the Middle East and South Africa.

In the Feeder size, CMA CGM paid a robust rate of $34,000 for the vintage B170 '**BIG LILLY'**,(1,728 TEU, geared, built 1999 Szczechin) but only for a short 3-month duration for employment within the Far East. The two-year older CC1600 '**HE JIN'** (1,608 TEU, geared, built 1997 Aker MTW) was fixed again by Jin Jiang for a 10 to 12-month period at a reported rate of $14,750, which appears weak in comparison.

CMA CGM extended the MRC 1100 '**ATLANTIC WEST**,' (1,355 TEU geared, built 2008 Jiangsu Yangzijiang) trading in their Intra Mediterranean Feeder network, for 12 months at $16,500. Just one month ago, similar vessels were fixed at levels between $13,000 – 13,500, highlighting the recent gains in the Feeder sector as previously indicated. However, the smaller feeders were lagging behind the earnings gain achieved by larger vessels, now they are catching up. The reduced supply is also assisting owners in navigating this course.

Representative Fixtures

Vessel	TEU	14t	Reefer	YOB	Design	Gear	Delivery	Laycan	Period	Charterer	Rate/day
OVP TAURUS	2,824	2,030	554	2003	Hyundai 2800		NE Asia	Jul-24	6 months	Akkon Lines	$59,000
FAYSTON FARMS	2,492	1,868	370	2006	SSW 25	3x45t	PGI	Aug-24	23-25 months	Maersk Line	$24,500
MARINER	2,339	1,740	500	2015	SDARI 2400	3x45t	W MED	Jul-24	23-25 months	COSCO	$26,500
BIG LILLY	1,728	1,148	100	1999	B170	3x40t	SE Asia	Jul-24	3 months	CMA CGM	$34,000
HE JIN	1,608	1,086	200	1997	CC1600	3x45t	NE Asia	Aug-24	10-12 months	Jin Jiang Shipping	$14,750
WARNOW MATE	1,496	1,110	276	2010	CV Neptun 1500		WAF	Aug-24	23-25 months	COSCO	$20,000
ESPOIR	1,436	1,054	431	2011	Sainty 1400		UK CONT	Aug-24	11-13 months	Sealead Shipping	RNR
ATLANTIC WEST	1,355	925	449	2008	MRC1100	2x45t	E MED	Jul-24	11-14 months	CMA CGM	$16,500
CONTSHIP GEM	966	604	326	2010	Zhejiang 950	2x45t	CARIBS	Jul-24	12-14 months	Seaboard	$16,000
TROUPER	862	585	234	2005	Sietas 168		MED	Aug-24	5-7 months	Global Feeder Shipping	$10,700
ATLANTIC EAST	698	444	120	2008	Mawei 437		NE Asia	Jul-24	2-3 months	GoTo Shipping	$10,000

Sale and Purchase

Second hand demand remains strong although liquidity is drying up fast with very little in the way of charter-free tonnage available over the rest of 2024. In fact, anything charter-free during Q3/Q4 would now be deemed prompt by most, and sellers quite rightly are demanding huge prices to even consider a sale.

Having fixed and failed last week, the **VEGA DAYTONA** (1,868 TEU, gearless, built 2023 Yangfan Zhoushan) has been tied up again at a new benchmark price of $33m, the last done in this design was a resale to SITC at $25.6mn just two months ago.

Newbuildings continue to see a surge of interest, although we are noting that some of the yard's pricing is now starting to deter buyers, especially non-operating owners trying to marry up charters to a contract.

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