

## Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	19.44	► 0.00
1,740/1,300TEU (G) 20.5 k	20.00	▼ 1.00
1,714/1,250TEU (G) 19k Bkk Max	11.25	▼ 0.63
2,500/1,900TEU (G) 22 k	29.33	► 0.00
2,500ECO/2,100TEU (G) 18.5 k	11.76	▼ 0.44
2,800/2,000TEU (GL) 22 k	20.17	▼ 0.61
3,500/2,500TEU (GL) 23 k	16.00	► 0.00
4,250/2,800TEU (GL) 24 k	44.00	► 0.00
6,500/4,900TEU (GL) 24 k	24.71	► 0.00
8,500/6,600 (GL) 25 k	23.84	► 0.00
9,000WB/7,100TEU (GL) 25 k	15.42	► 0.00
10,000/8,000 (GL) 25 k	15.00	► 0.00
<b>BOXi Total *</b>	<b>250.92</b>	<b>▼ 2.68</b>
52 Week High	258.43	
52 Week Low	93.27	

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

## Chartering

Despite the usual summer lull, charter rates display resilience across nearly all segments, with respectable activity. The recently published quarterly results of major liner operators generally look positive, reflecting a buoyant mood that supports further significant investments on the verge of being executed.

In the post-Panamax and Panamax segments, the NYSE-listed owner Costamare announced that seven vessels have been fixed, with six of them on a forward basis during 2025. While no further details have yet leaked into the market, it is reported that some

Panamax and post-Panamax vessels are included. Notably, the prompt Zhejiang 4250 '**VOLANS**' (4,258 TEU, built 2010 Zhejiang Shipbuilding) is said to have secured a three-year charter with the liner giant Cosco.

In the 2,000 - 3,000 TEU range, limited available tonnage keeps the segment balanced.

Cosco extended the '**AS CONSTANTINA**' (2,741 TEU, built 2005, gearless, AKER OSTEE) for about 24 months at \$26,500, with another sister vessel said to have fixed similar terms.

The Feeder segment, comprising vessels below 2,000 TEU, dominated the number of reported fixtures. The 1,700 TEU category saw a slight boost in activity, with rumours of several more fixtures with subjects outstanding, although experiencing a slight downward trend.

Sealead secured the freshly docked geared '**SAN PEDRO**' (1,702 TEU, built 2014, C 2x45T, CSSC: GUANGZHOU WENCHONG) for a service involving Chittagong for 12 months at a firm rate of \$27,500, as well as extending another standard 1,800 TEU vessel for their Red Sea trade on private terms.

Activity for smaller feeders remains active as previously indicated. In the Mediterranean, CMA CGM extended the geared '**ATLANTIC GENEVA**' (1,102 TEU, built 2007, C 2x45T, CSC: QINGSHAN SHIPYARD) for 12 months at \$15,000, which is in line with what was recently done.

## Representative Fixtures

Vessel	TEU	14t	Reefer	YOB	Design	Gear	Delivery	Laycan	Period	Charterer	Rate/day
AS CONSTANTINA	2,741	2,115	400	2005	Baltic CS 2700		MED	Sep-24	23-25 months	COSCO	\$26,500
SAN PEDRO	1,702	1,230	362	2014	Wenchong 1700	2x45t	NE Asia	Sep-24	12 months	Sealead Shipping	\$28,000
ATLANTIC GENEVA	1,102	700	220	2007	CV 1100	2x45t	MED	Jul-24	11-13 months	CMA CGM	\$15,000
CONSHIP PEP	966	604	252	2006	Zhejiang 950	2x45t	CARIBS	Aug-24	6 months	CMA CGM	\$10,700 *
CT DANIEL	862	595	234	2006	Sietas 168	2x45t	UK CONT	Aug-24	2-3 months	CMA CGM	€10,500
RAGNA	508	280	50	1998	Sietas 151		UK CONT	Aug-24	2-3 months	CMA CGM	€6,650

\* Charterer declared option

## Sale and Purchase

With the summer holidays in full swing, it is unsurprising we have little to report in terms of concluded sales. Buying interest is still there but unless they see their price Sellers appear happy to wait until September to move on selling out tonnage.

We did record one demo sale this week, Maersk has sold the **ALEXANDER MAERSK** (1,092 TEU, geared, built 1998 China Shipbuilding) to an EU-approved facility in Turkey.