

Time Charter Rates		
Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	55.56	▶ 0.00
1,740/1,300TEU (G) 20.5 k	67.00	▶ 0.00
1,714/1,250TEU (G) 19k Bkk Max	33.33	▶ 0.00
2,500/1,900TEU (G) 22 k	83.65	▶ 0.00
2,500ECO/2,100TEU (G) 18.5 k	27.06	▶ 0.00
2,800/2,000TEU (GL) 22 k	59.28	▶ 0.00
3,500/2,500TEU (GL) 23 k	40.00	▶ 0.00
4,250/2,800TEU (GL) 24 k	116.00	▶ 0.00
6,500/4,900TEU (GL) 24 k	60.44	▶ 0.00
8,500/6,600 (GL) 25 k	60.80	▶ 0.00
9,000WB/7,100TEU (GL) 25 k	33.33	▶ 0.00
10,000/8,000 (GL) 25 k	33.33	▶ 0.00
BOXi Total *	669.79	▶ 0.00
52 Week High	669.79	
52 Week Low	86.84	

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

Market comment

Not much to report in the way of concluded sales this week, although a large number of negotiations are ongoing, particularly in the Feeder segment. At the time of writing, rumours that a Hyundai Mipo 2800 has achieved a particularly strong price to a major operator, hope to report more on this next week.

As charter periods grow ever longer, even for Feeders, we expect a number of smaller operators to return to the market to buy tonnage over the coming months with an immediate write down on a large purchase price being more palatable than committing to three years plus at today's charter levels.

Braemar ACM's Demometer - Container Ship Deliveries

Demolition Sales Last 30 days	Total ACTUAL Demolished 2021	Total in Same Period 2020	Total Demolished 2020	Total NBs Delivered 2021
NIL TEU (NIL Vessels)	14,000 TEU (17 Vessels)	181,500 TEU (77 Vessels)	199,000 TEU (90 Vessels)	802,000 TEU (110 Vessels)

Vessel Deliveries Wk39/21	TEU	Shipyard	Owner	Deployment	Series No + Comment
CMA CGM PATAGONIA	15,254	Jiangnan Shipyard	CMA CGM	Asia-MED-Asia	1/1 OCEAN-A, MED2
MSC CAROLE	12,108	Jiangsu Yangzijiang	Seaspan	TBA	3/7 MSC
NIMTOFTE MAERSK	2,285	Jiangnan Shipyard	AP Moller-Maersk	Intra-Asia	4/5 Taiwan-China-SE Asia IA-12
WAN HAI 289	2,038	Guangzhou Wenchong	Wan Hai Lines	Intra-Asia	6/12 Kansai-Taiwan-Vietnam JSV
Total TEU	31,685				

Macroeconomics

China's official government survey of manufacturing activity released Thursday fell to 49.6 in September, down from 50.1 in August. Factories are getting dinged by the soaring cost of energy, according to China's National Bureau of Statistics, which added Thursday that high-energy businesses have not been prospering. The data wasn't all bad. A private survey of manufacturing activity, the Caixin Purchasing Managers' Index, rose from 49.2 to 50, indicating stable levels of activity in September compared to a decline in August.

The UK's economic rebound triggered by the easing of Covid restrictions during spring was stronger than initial estimates, official figures show. From April to June the UK's economy grew by 5.5%, which was higher than the previous estimate of 4.8%, the Office for National Statistics said. Spending on retail and hospitality surged after lockdowns lifted.

While eurozone manufacturing expanded at a robust pace in September, growth has weakened markedly as producers report a growing toll from supply-chain problems, IHS Markit reported. The eurozone manufacturing purchasing managers index fell to 58.6 in September from 61.4 in August, posting the largest drop since April 2020, according to IHS Markit.

South Korea's export growth slowed in September, mainly due to fewer working days for the Korean Thanksgiving break, but still remained solid on brisk demand for semiconductors and other goods. Overseas shipments expanded for the 11th straight month to rise 16.7% on year to \$55.83 billion, following August's revised 34.8% jump.

Liner and Trade

Trans-Pacific container freight rates have experienced their first significant drop in weeks, reflecting efforts by carriers to increase capacity on the trade. Spot rates from Asia to North America dropped a chunky 16% ahead of the Golden Week holidays in China in what some believe is the beginning of the end to an extraordinary peak season. (Source : Tradewinds)

Congestion in the supply chain is likely to put a dampener on volume growth for the remainder of the year as carriers struggle to find capacity. "Full-year volume growth is likely to be lower than that seen in the first half of the year," said Hapag-Lloyd chief executive Rolf Habben Jansen. "We have seen delays in August and September, and we need to see how much of that recovers in the fourth quarter." Mr Habben Jansen told a briefing the strong demand on the back of the economic upturn in the first half of the year was expected to continue. (Source : Lloyd's List)

Indicators	04-Oct-21	Last week	12 months ago
Shanghai Containerised Freight Index	4,614 ▼	4,644	1,422
FTSE 100 Index	7,027 ▼	7,063	5,879
US\$ LIBOR 12 month	0.23% ▶	0.23%	0.36%
Brent Crude Oil Price \$/bbl	79.0 ▶	79.0	41.0
Singapore Bunker 0.5% VLSFO \$/t	572 ▶	572	339