

Market Report

Container update 2nd July, 2010

The big question on all market participant's minds is will the charter market continue in the same vein as the last few months and keep moving ever upwards or will it stagnate with the summer season upon us. In general we feel the summer slowdown will impact the market in terms of activity, however we expect limited impact upon rates in most market sectors. However, we do expect the rate disparity between the Asian market and the Atlantic market to widen with the summer slowdown hitting the European market harder.

In the last month we have seen significant increases in all sizes however most activity in recent weeks has been reserved for the 2500-2800 teu sizes. In Asia the 2800 teu sizes have reached usd 13000 for period with the reported fixture of the Irenes Remedy and in the mid usd 12000s for the 2500 teu ships. These sizes are now much closer to parity on a slot cost basis with the 3500 teu ships which are now fixing in the mid usd 16000s, as with the fixture of the Praia.

The Atlantic market is somewhat quieter and the rates are slightly lower. A few ships in the Atlantic have fixed empty containers towards Asia at discount rates. Liner companies have been keen to address the equipment imbalance with trade managers crying out for more containers in Asia and owners are seeking the higher rates and improved fixing opportunities in Asia.

The 1700 teu sizes have been relatively quiet however the market seems balanced with only a few ships coming open and limited demand in evidence. Rates for 1700 teu ships in Asia are around the usd 8000 level with owners of larger Wenchong versions pushing for mid usd 8000s. The same story is true of the 1000 teu feeder sizes with limited good specification ships available.

On the 4000 teu plus market, CSAV were again active securing high reefer ships for dedicated services, paying a rumoured usd 24000 x 24 months for 3 x Santa "R" types. Otherwise the market was somewhat quiet but again primarily due to a lack of ships available to be discussed.

FIXTURES

Gearless

Hansa Pacific'95 62400 dwt 4824 teu (3046 @ 14ts) 24kn on 158ts 36 mos	CSAV 23500
Praia'09 42183 dwt 3534 teu (2353 @ 14ts) 23,5kn on 122ts 12 mos	CSAV 16850
Nordspring'07 46269 dwt 3500 teu (2417 @ 14ts) 23,4kn on 130ts 12 mos	Safmarine 15500
Sagitta'09 42500 dwt 3426 teu (2414 @ 14ts) 23kn on 105ts 9 mos	MSL 16000
Buxharmony'07 37950 dwt 2702 teu (2071 @ 14ts) 21,7kn on 88ts 12 mos	OOCL 11900
Fesco Vitim'07 23000 dwt 1728 teu (1094 @ 14ts) 19,7kn on 54ts 12 mos	CMA CGM 8400
Mare Adriaticum'93 12721 dwt 1054 teu (645 @ 14ts) 17,5kn on 30,5ts 12 mos	KMTC 6800
Stadt Ratzeburg'07 12800 dwt 1049 teu (671 @ 14ts) 18kn on 33ts 6 mos	Winland 6400
Marcloud'07 12800 dwt 1049 teu (671 @ 14ts) 18kn on 33ts	HMM 6000

6 mos	
JRS Pegasus´09	MCC
12307 dwat 877 teu (610 @ 14ts) 18,3kn on 36,7ts 12 mos	6900

Geared

Hugo Schulte´10	CSAV
47000 dwat 3635 teu (2500 @ 14ts) 23,3kn on 115ts 24 mos	14500
Commodore´01	PIL
35770 dwat 2764 teu (2040 @ 14ts) 23kn on 99ts 24 mos	13650
City of Shanghai´09	NDAL
34500 dwat 2564 teu (1861 @ 14ts) 22kn on 88ts 8 mos	10000
Blackpool Tower´09	MSL
34500 dwat 2564 teu (1861 @ 14ts) 22kn on 82ts 18 mos	11500
Atlantic Voyager´99	CMA CGM
33588 dwat 2546 teu (1890 @ 14ts) 22kn on 74ts 9 mos	10850
Hansa Coburg´06	PIL
23400 dwat 1740 teu (1330 @ 14ts) 21kn on 64ts 12 mos	7950
Wehr Rissen´99	PIL
23028 dwat 1730 teu (1125 @ 14ts) 20kn on 54,5ts 8 mos	7500
Ranjan´08	Hapag Lloyd

17350 dwat 1341 teu (925 @ 14ts) 20kn on 52ts 6 mos	5500
Medatlantic'07	MOSK
18300 dwat 1296 teu (957 @ 14ts) 19,6kn on 45ts 3 mos	5400
Kuo Jane'90	GSL
18235 dwat 1285 teu (1060 @ 14ts) 17kn on 29ts 9 mos	6800
Cape Fraser'06	Sinokor
16420 dwat 1200 teu (870 @ 14ts) 19kn on 41ts 3 mos	6750
Cape Flores'05	OOCL
16420 dwat 1200 teu (870 @ 14ts) 19kn on 41ts 9 mos	6050
El Zorro'06	Mosk
13760 dwat 1118 teu (700 @ 14ts) 19,5kn on 36ts 3 mos	5400
Asian Sun'06	CAT
13742 dwat 1118 teu (700 @ 14ts) 19,5kn on 41ts 6 mos	5500

This report reflects information given in good faith to the best of our knowledge, but without guarantee.