

# DynaLiners Monthly

Your prime information source for container shipping since 1990



March 2024

## New Publication! The Intra-Mediterranean Container Trades 2023

Click here or go to <https://dynamar.com/product/intra-med-2023/>



### Hamburg Index (HIX)

Vereinigung Hamburger Schiffsmakler und Schiffsgenten

Homogeneous Cellular ships TEU 14T	gearing/gearless	Difference Jan-24/Jan-23	daily rates USD per TEU 14T Jan-24	daily rates USD per TEU 14T Dec-23	daily rates USD per TEU 14T Jan-23
700-799	gearing	-28%	12.48/5	14.39/6	17.29/9
800-999	gearing	-30%	10.54/7	10.11/4	15.02/8
1,000-1,260	gearing	-100%	0.00/0	10.44/4	28.82/27
1,261-1,350	gearing	-9%	9.69/5	10.60/3	10.60/5
1,600-1,999	gearing	-46%	6.69/3	6.69/3	12.44/9
2,000-2,299	gearing	-74%	5.43/3	5.43/3	20.75/36
1,200-1,400	gearless	-	9.87/3	-	-
2,000-2,299	gearless	-10%	7.99/12	6.72/3	8.87/4
2,300-2,550	gearless	-17%	6.90/3	6.16/3	8.29/3
2,551-3,099	gearless	0%	6.99/10	5.86/3	6.99/6
3,100-3,500	gearless	13%	6.96/3	5.42/3	6.15/3
3,400-3,900	gearless	-50%	5.55/11	5.41/12	11.10/5
3,950-4,400	gearless	1%	6.20/10	6.20/3	6.15/10
4,500-5,200	gearless	-12%	6.00/7	4.76/22	6.84/7
6,000-7,000	gearless	-69%	4.82/36	4.82/36	15.66/25

The Hamburg index (HIX) quotes containership time-charter rates based on data from some 30 Hamburg-based brokers published by the German Shipbroker Association (VHSS). Stated are average minimum 3-month time charter rates **in USD per TEU per day**. Ship size (cellular only) is given on basis of 14-tonne average **homogeneous TEU capacity**. 600 TEU homogeneous is approximately equivalent to 1,000 TEU nominal size. The average number of months of the fixtures is behind the slash. Note: data are running behind by one to two months.

### New Contex

Verband Hamburger und Bremer Schiffsmakler e.V.

Vessel Type	Difference Feb-24/Feb-23	Rates in USD Feb-24	Rates in USD Jan-24	Rates in USD Feb-23
1,100 TEU	-24.8%	8,323	7,584	11,071
1,700 TEU	-20.2%	10,743	9,614	13,469
2,500 TEU	-5.9%	16,036	13,466	17,045
2,700 TEU	-1.2%	17,136	14,827	17,336
3,500 TEU	13.5%	20,738	17,195	18,278
4,250 TEU	28.8%	24,910	19,660	19,345
5,700 TEU	-5.5%	24,910	19,660	26,356
6,500 TEU	-19.0%	24,910	19,660	30,750

The New ConTex is a company-independent Index of time charter rates for container ships. It is based on assessments of the current day charter rates of eight selected container ship types. Evaluated period based on 12 months.

**Reported Charter Fixtures of Containerships larger than 1,000 TEU**

Charterer/ Ship	Year Built	Ship size TEU	Rate USD/day	Period months/days	Chartered from	Remarks
<b>CMA CGM</b>						
Irenes Ray	2006	3,400	23,750	3-4 mths	Tsakos Shipping	-
Capitaine Baret	2009	2,700	24,750	14-16 mths	NPDL	-
Macao	2008	1,800	13,250	7-9 mths	Carsten Rehder	Extension
ST Mary	2001	1,700	10,250	1-3 mths	Oceanic Maritime	-
Jan	2009	1,300	10,500	7-9 mths	Peter Doehle	-
Contship Ace	2008	1,300	10,500	6-12 mths	Contships Management	-
Contship Ray	2008	1,100	9,500	4-6 mths	Contships Management	Extension
<b>CoscoSL</b>						
Meratus Jayagiri	2000	2,400	13,500	6-9 mths	Meratus	Extension
Delphis Bothnia	2016	1,900	15,200	12 mths	Delphis	Extension
Contship Run	2007	1,400	11,250	4-6 mths	Contships Management	Extension
Cape Flores	2005	1,200	10,500	6-8 mths	Schoeller Holdings	-
<b>Emirates Shipping Lines</b>						
Ren Jian 5	1997	1,500	9,500	45-60 days	Quanzhou An Sheng Shipping	-
<b>Great White Fleet</b>						
Chiquita Century	2008	2,600	16,500	12 mths	Peter Doehle	Extension
<b>Hapag-Lloyd</b>						
RDO Fortune	2012	5,000	30,000	24 mths	D. Oltmann	Extension
Ionikos	2009	4,300	39,000	36 mths	Dioryx	-
Irenes Respect	2024	2,800	21,000	24 mths	Tsakos Shipping	-
Santa Marta Express	2010	2,600	16,850	12-14 mths	Delphis	Extension
<b>King Ocean</b>						
Fouma	2007	1,300	11,000	24 mths	Marlow Navigation Co	Extension
<b>Maersk Line</b>						
X-Press Carina	2023	7,100	43,000	2 mths	Sea Consortium	-
Oel India	2008	1,000	8,900	3-6 mths	Transworld Group	Extension
Little Athina	2024	1,800	14,000	4-6 mths	Minerva Marine	-
Helgoland	2023	1,800	14,000	4-6 mths	Briese Schifffahrt	-
Varamo	2007	1,300	11,300	6-8 mths	Marlow Navigation Co	-
<b>Milaha</b>						
Cape Faro	2006	1,400	10,500	4-6 mths	Schoeller Holdings	Extension
<b>ONE</b>						
Nagoya Tower	2003	4,300	24,900	14-16 mths	Zodiac Maritime	-
<b>OOCL</b>						
Irenes Rainbow	2024	2,800	21,000	24 mths	Tsakos Shipping	-
<b>Sea Consortium</b>						
Big George	1997	2,500	17,250	6-8 mths	Mount Street	-
<b>SeaLead</b>						
Baltrum	2023	1,900	13,500	4-6 mths	Briese Schifffahrt	-
Avios	2024	1,800	15,000	4-6 mths	Capital Ship Management	-
A Daisen	2010	1,700	18,500	4-6 mths	Transfar Shipping	-
<b>Shanghai Hede Shipping</b>						
Bfad Atlantic	2010	3,400	22,000	12 mths	Bridgefort Marine	-
<b>SIS Ship Charter</b>						
Ren Jian 6	1997	1,500	7,750	6-8 mths	Quanzhou An Sheng Shipping	-
<b>Tailwind</b>						
Kea	2013	6,900	39,000	36 mths	International Maritime Enterprises	-

**Unifeeder**

Harrison	2002	1,200	9,000	4-6 mths	Conbulk	Extension
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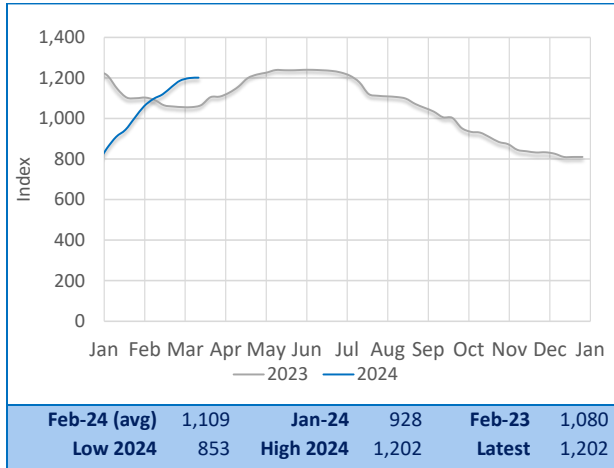
**Undisclosed**

Leonidas Z	2024	2,800	20,000	25 mths	Euroseas Ltd	
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Charter prices in this table are given in good faith but without guarantee. Neither Dynamar, nor the sources on which the published rates and calculations are based can accept any responsibility for the data stated here. As of July 2022, the scope has been increased to 1,000 TEU and above.

**Harpex**

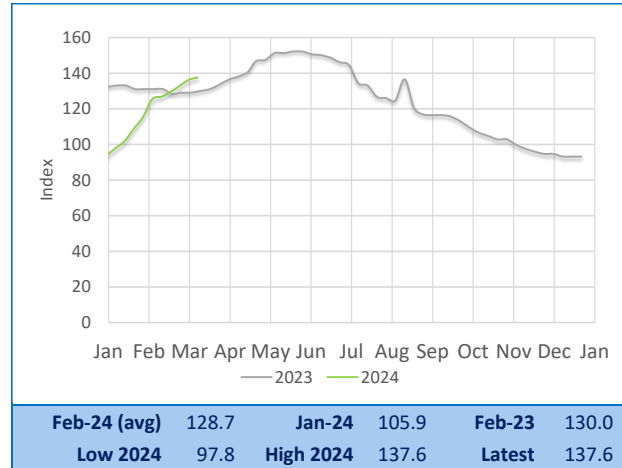
*Harper Petersen & Co.*



The **Harpex** is calculated based on charter prices for ships of between 700 and 8,500 TEU

**BOX Index (BOXi)**

*Braemar Seascope*



The **BOXi** is calculated based on charter prices for ships of between 700 and 8,500 TEU

**Deliveries**

*Containerships larger than 4,000 TEU delivered during the previous month*

Ship	TEU	Operator	# of Ships
MSC Marie	16,600	Seaspan	
MSC Carmelita	16,600	MSC	
MSC Adya	15,600	Cido Shipping	
ZIM Mount Elbrus	15,200	Seaspan	
ZIM Mount Olympus	15,200	Seaspan	
HMM Garnet	13,800	HMM Co Ltd	
CMA CGM Buzios	13,300	CMA CGM Group	
ZIM Pearl	7,800	Seaspan	
CMA CGM Imagination	7,000	Eastern Pacific Shipping (EPS)	
OOCL Bremerhaven	5,900	Shoei Kisen	
CMA CGM Sahara	5,600	CMA CGM Group	
ZIM Yangtze	5,500	MPC Group	
<b>Total &gt;4,000 TEU</b>	<b>138,200</b>		<b>12</b>
Other <4,000 TEU	21,000		10
<b>Total</b>	<b>159,200</b>		<b>22</b>

**Sales***Containerships reported **sold** since the previous edition of DynaLiners Monthly*

Ship	YoB	TEU	Buyer	Seller	Mill USD
YM Wisdom	2019	14,200	Yang Ming	Shoei Kisen	n/a
Athos	2011	10,000	Peter Doehle	Capital Product	51.0
Aristomenis	2011	10,000	Peter Doehle	Capital Product	51.0
Athenian	2011	10,000	Peter Doehle	Capital Product	51.0
Akadimos	2015	9,300	Undisclosed	Capital Product	n/a
Lyon II	2001	6,600	MSC	NSB Group	20.0
Paris II	2001	6,600	MSC	NSB Group	20.0
MSC Carouge	2007	6,300	MSC	NSB Group	n/a
Buxwave	2006	6,300	MSC	NSB Group	n/a
MSC Lausanne VI	2005	6,300	MSC	NSB Group	19.0
Fos Express	2008	5,100	Foroohari	Capital Product	n/a
Seattle Express	2008	5,100	Foroohari	Capital Product	n/a
Long Beach Express	2008	5,100	US Interests	Capital Product	n/a
Bomar Renaissance	2006	3,400	MSC	Borealis Maritime	n/a
Antibes Express	2002	3,200	Element Shipmanagement	Lomar Shipping	n/a
Satie	2006	2,800	MSC	Borealis Maritime	n/a
Atlantic Discoverer	2004	2,800	MSC	Atlantica Shipping	n/a
Starship Leo	2013	1,900	Vietnamese interests	Nam Sung Shipping	16.0

**Demolition***Containerships reported **sold for demolition** since the previous edition of DynaLiners Monthly*

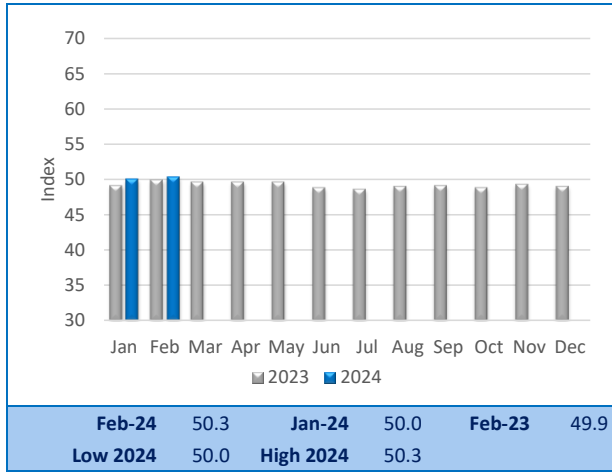
Ship	YoB	TEU	Owner	Country	USD/Ldt
MSC rosella	1993	3,400	MSC	Alang	530
Hong Yuan 01	1996	2,600	Jiaye Shipping Co	Bangladesh	540
Meratus Medan 2	1991	1,400	Meratus Line	-	505
Far East Cheer	2007	600	Wantong International Group	Bangladesh	530

Ldt = Lightship Displacement Tons

## ECONOMIC INDICATORS

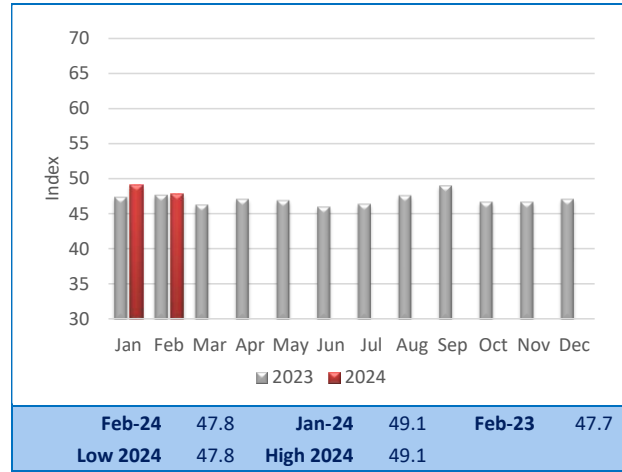
### JPMorgan Global Manufacturing PMI

JPMorgan/Markit



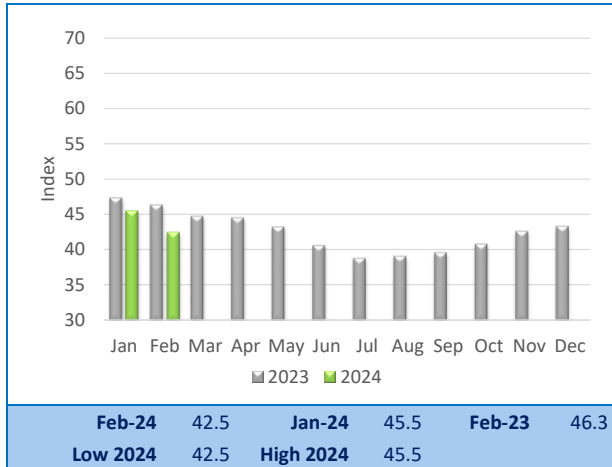
### (US) Purchasing Managers' Index (PMI)

Institute for Supply Management (ISM)



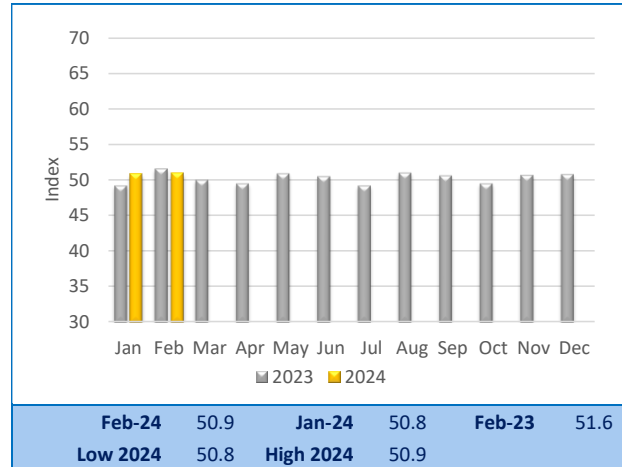
### Markit/BME Germany Manufacturing PMI

Markit/BME



### Caixin China General Manufacturing PMI

Caixin/Markit



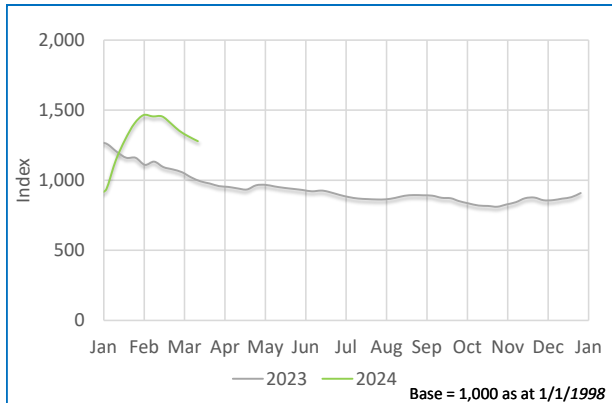
### IMF quarterly forecast of world economic growth

Forecast of annual percentage growth, including revised projections, as of January 2024

Area/Country	Actuals/Estimates %		Projections %		Diff. previous proj. %	
	2022	2023	2024	2025	2024	2025
<b>World Trade Volume (goods and services)</b>	<b>5.2</b>	<b>0.4</b>	<b>3.3</b>	<b>3.6</b>	<b>-0.2</b>	<b>-0.1</b>
Advanced Economies	6.1	0.3	2.6	3.2	-0.4	-0.1
Emerging and Developing Economies	3.7	0.6	4.5	4.4	0.2	0.0

**China Containerised Freight Index (CCFI)**

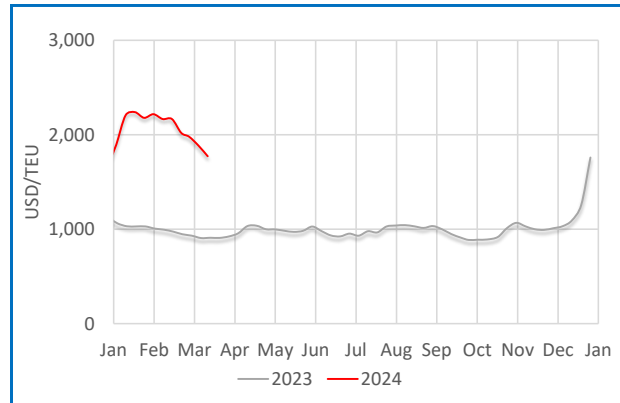
Shanghai Shipping Exchange



<b>Feb-24 (avg)</b>	1,444	<b>Jan-24</b>	1,192	<b>Feb-23</b>	1,104
<b>Low 2024</b>	937	<b>High 2024</b>	1,465	<b>Latest</b>	1,278

**Shanghai Containerised Freight Index (SCFI)**

Shanghai Shipping Exchange



<b>Feb-24 (avg)</b>	2,143	<b>Jan-24</b>	2,130	<b>Feb-23</b>	981
<b>Low 2024</b>	1,773	<b>High 2024</b>	2,240	<b>Latest</b>	1,773

**China Containerised Freight Index (CCFI)**

Shanghai Shipping Exchange

Trade areas of destination	Difference Feb-24/Feb-23	Avg Index Feb-24	Avg Index Jan-24	Avg Index Feb-23
North Europe	61.2%	2,305.98	1,791.33	1,430.32
Mediterranean	51.3%	2,939.16	2,306.19	1,942.70
North America, East Coast	37.7%	1,106.72	822.00	803.88
North America, West Coast	12.5%	1,316.08	1,024.94	1,169.98
Australia/New Zealand	4.5%	1,049.89	966.92	1,004.67
Middle East	34.2%	1,443.40	1,474.83	1,075.43
East and West Africa	5.3%	648.96	580.90	616.23
South Africa,	-18.4%	1,104.49	1,012.41	1,353.31
South America	22.4%	716.09	689.89	585.17
<b>Overall Index</b>	<b>30.9%</b>	<b>1,444.35</b>	<b>1,191.91</b>	<b>1,103.73</b>

The *China Containerized Freight Index* (CCFI), as published by the *Shanghai Shipping Exchange*, reflects average *indexed freight rates* (all-inclusive spot and long-term rates, excluding THC) of 15 different carriers for shipments from Dalian, Fuzhou, Guangzhou, Nanjing, Ningbo, Qingdao, Shanghai, Shenzhen, Tianjin and Xiamen. The overall index (01/01/1998 = 1,000), which is based on both spot and long-term rates, furthermore includes intra-Asia destinations not further specified above.

**Ningbo Containerised Freight Index (NCFI)**

Ningbo Shipping Exchange

Trade areas of destination (From Shanghai to)		Difference Feb-24/Feb-23	Avg Index Feb-24	Avg Index Jan-24	Avg Index Feb-23
West Africa	USD/40'	35.3%	908.03	756.15	671.09
East Africa	USD/40'	80.8%	952.60	797.66	526.78
South Africa	USD/40'	12.5%	1,917.75	1,490.41	1,703.94
WCSA	USD/40'	81.5%	973.46	895.88	536.32
ECSA	USD/40'	100.9%	1,766.93	1,644.59	879.56
Middle East	USD/40'	113.7%	1,584.43	1,507.33	741.60
Red Sea	USD/40'	173.9%	3,047.63	2,794.47	1,112.71
India and Pakistan	USD/40'	124.9%	1,599.02	1,304.21	710.95
Australia and New Zealand	USD/40'	356.9%	2,275.07	1,923.30	497.95
<b>Overall Index</b>		<b>185.3%</b>	<b>1,968.01</b>	<b>1,612.58</b>	<b>689.88</b>

The *Ningbo Containerized Freight Index* (NCFI), as published by the *Ningbo Shipping Exchange*, reflects the fluctuation of freight rates of international container shipping market by calculating and recording the container freight rates change information of 21 routes departing from Ningbo-Zhoushan port, including composite Index and 21 Indexes of branch routes. The overall index (03/03/2012 - 09/03/2012 = 1,000), furthermore includes intra-Asia and East-West destinations not further specified above.

**Shanghai Containerised Freight Index (SCFI)**

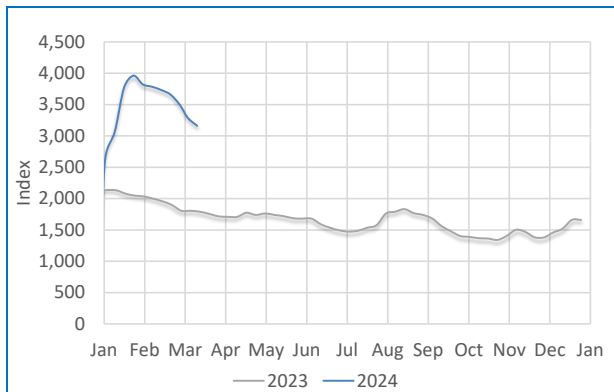
Shanghai Shipping Exchange

Trade areas of destination (From Shanghai to)		Difference Feb-24/Feb-23	Avg Index Feb-24	Avg Index Jan-24	Avg Index Feb-23
North Europe	USD/TEU	186.2%	2,631.75	2,966.25	919.50
Mediterranean	USD/TEU	117.8%	3,657.00	3,906.75	1,679.00
North America, East Coast	USD/40'	154.0%	6,443.25	5,604.75	2,536.50
North America, West Coast	USD/40'	275.0%	4,840.50	3,870.25	1,290.75
<b>Overall Index</b>		<b>118.4%</b>	<b>2,142.57</b>	<b>2,130.35</b>	<b>980.85</b>

The *Shanghai Containerised Freight Index* (SCFI), as published by the *Shanghai Shipping Exchange*, reflects average *USD spot rates* (all inclusive, but excluding THC) of 15 different carriers for shipments from Shanghai to base ports in the area of destination. The overall index (16/10/2009 = 1,000), which is based on spot rates only, furthermore, includes intra-Asia destinations not further specified above.

**World Container Index (WCI)**

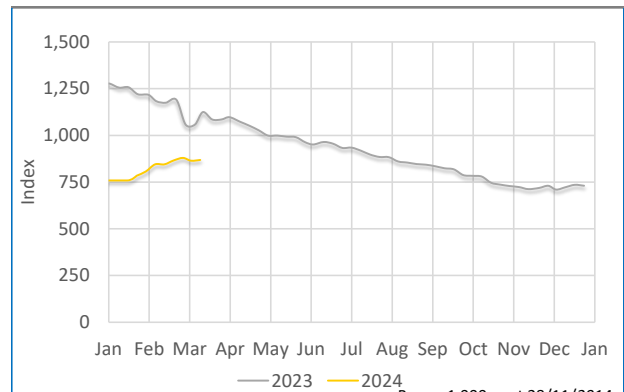
World Container Index



<b>Feb-24 (avg)</b>	3,699	<b>Jan-24</b>	3,371	<b>Feb-23</b>	1,971
<b>Low 2024</b>	2,670	<b>High 2024</b>	3,964	<b>Latest</b>	3,162

**China Import Containerised Freight Index (CICFI)**

Shanghai Shipping Exchange



<b>Feb-24 (avg)</b>	859	<b>Jan-24</b>	764	<b>Feb-23</b>	1,191
<b>Low 2024</b>	735	<b>High 2024</b>	879	<b>Latest</b>	868

**Europe Trades Price Indices**

Container Trades Statistics

Imports to Europe from	Difference Jan-24/Jan-23	Index Jan-24	Index Dec-23	Index Jan-23
Far East	26.0%	121	67	96
North America	-25.0%	66	67	88
Middle East/Indian Subcontinent	7.1%	105	55	98
Intra-Europe	-25.5%	73	72	98
Latin America	-30.0%	84	86	120
Australasia	-19.8%	134	113	167
Sub Saharan Africa	-13.9%	87	82	101

Exports from Europe to	Difference Jan-24/Jan-23	Index Jan-24	Index Dec-23	Index Jan-23
Far East	-6.1%	77	55	82
North America	-62.6%	88	90	235
Middle East/Indian Subcontinent	0.0%	102	65	102
Intra-Europe	-25.5%	73	72	98
Latin America	-48.6%	72	72	140
Australasia	-46.8%	91	73	171
Sub Saharan Africa	-21.4%	55	51	70

Base year 2008 average is 100. Monthly aggregated price indices data, as provided by Container Trade Statistics, based on the weighted average of the sea freight rates including all surcharges per trade route and direction.

## FREIGHT RATE INCREASES

### Europe Trades

Trade/Carrier	Rate increase	Date effective
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Unless stated otherwise, North America includes Canada, Mexico, USA (East, Gulf and West Coasts).  
This section excludes trades with Europe/Mediterranean (listed above)

#### Transatlantic

North Europe/Mediterranean-North America	USD 600/40'	1 Apr
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#### North Europe - Africa

##### *CMA CGM*

Turkey-West Africa	USD 200/Unit, Peak Season Surcharge	26 Feb
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#### North Europe - Middle East

##### *Hapag-Lloyd*

North Europe-Middle East	USD 1,050/TEU	14 Mar
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#### North Europe - Indian Subcontinent

##### *Hapag-Lloyd*

North Europe-Indian Subcontinent	USD 1,050/TEU	14 Mar
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### North America Trades

Trade/Carrier	Rate increase	Date effective
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Unless stated otherwise, North America includes Canada, Mexico, USA (East, Gulf and West Coasts).  
This section excludes trades with Europe/Mediterranean (listed above)

#### North America - Indian Subcontinent

##### *CMA CGM*

Indian Subcontinent-US East Coast/US Gulf	USD 1,000/Unit, Peak Season Surcharge postponed	1 Apr
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#### North America - Middle East

##### *CMA CGM*

Middle East-US East Coast/US Gulf	USD 1,000/Unit, Peak Season Surcharge postponed	1 Apr
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#### North America - Latin America

##### *Hapag-Lloyd*

ECSA-North America	USD 250/Unit	10 Apr
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### Far East Trades

Trade/Carrier	Rate increase	Date effective
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Unless stated otherwise, Far East includes South East Asia (SEA) and North East Asia (NEA)  
This section excludes trades with Europe/Mediterranean and with North America (listed above)

#### Far East - Latin America

##### *Maersk*

Far East-ECSA	USD 640/TEU, Peak Season Surcharge	1 Mar
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##### *Hapag-Lloyd*

Far East-Latin America	USD 700/20', USD 900/40'	1 Apr
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### Other North-South Trades

Trade/Carrier	Rate increase	Date effective
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This section excludes trades with Europe/Mediterranean, North America and Far East (listed above)

#### Africa-Indian Subcontinent

##### *Emirates Shipping Lines*

Indian Subcontinent-East Africa	USD 100/TEU	1 Mar
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#### Africa-Middle East

##### *Emirates Shipping Lines*

UAE-East Africa	USD 100/TEU	1 Mar
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## Intra-Trades

Trade/Carrier	Rate increase	Date effective
Trades inside a continent		
<b>Intra-Africa</b>		
<b>CMA CGM</b>		
Egypt-West Africa	USD 100/Unit, Peak Season Surcharge	4 Mar
<b>Intra-Europe</b>		
<b>CMA CGM</b>		
North Europe (Excl. Portugal/Spain-Mediterranean)	EUR 100/Unit, Peak Season Surcharge revision	1 Apr
<b>Intra-Latin America</b>		
<b>Hapag-Lloyd</b>		
ECSCA-CA/Caribbean	USD 250/Unit	10 Apr

**Rate increases** as announced/recommended by **carriers** since the last DynaLiners Monthly. If a tariff currency is other than US Dollar, the rate is expressed in both the original currency and converted USD. As a rule (albeit with exceptions), base rate increases for cargo n.o.s. in standard (dry) containers are listed. Carriers should always be consulted for full details, notably in respect of other container types or specific commodities. Data are given in good faith but without guarantee. Neither Dynamar, nor the sources on which the published rates and calculations are based, can accept any responsibility for the data stated here above.

ANZ	Australia/New Zealand	NEA	North East Asia
CA	Central America	SAF	South Africa
CAR	Caribbean	SEA	South East Asia
EAF	East Africa	USEC	US East Coast
ECCA	East Coast Central America	USWC	US West Coast
ECSCA	East Coast South America	WAF	West Africa
ISC	Indian Subcontinent	WCCA	West Coast Central America
ME	Middle East	WCSA	West Coast South America
NCSA	North Coast South America		