

Private fixtures mask underlying strength of boxship charter market

- *Containership charter market continues to show strong momentum, with rates remaining at elevated levels despite limited publicly reported fixtures*
- *Market sources indicate many deals have been concluded privately, suggesting underlying demand is stronger than visible market data implies*

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Charter rates are expected to remain firm in the near term, supported by sustained vessel demand and limited supply



COSCO HAS FIXED THE 1,368 TEU LILA EMDEN FOR TWO YEARS AT A DAILY CHARTER RATE OF \$21,500.

Source: Lila Global

THE containership charter market continues to maintain its strong momentum, with charter rates holding at elevated levels as demand for tonnage remains robust despite relatively limited reported fixture activity.

While the number of publicly reported deals has been modest in recent days, numerous fixtures are understood to have been concluded privately, suggesting underlying activity is far stronger than visible

market data indicates.

“The container charter market continues its strong journey, with no signs that it will change direction any time soon,” Alphaliner said.

Tonnage availability remains tight across most vessel sizes, although supply is understood to be more readily available for ships below 2,000 teu. Even in the smaller segments, however, finding the right vessel remains challenging.

“Charter rates continue to evolve at very healthy levels, even in the smaller sizes, where it remains difficult to find certain ship types at the right place and time,” Alphaliner added.

The scarcity of open tonnage has itself contributed to the relatively low level of reported fixing activity, potentially creating the impression the market is beginning to lose momentum. Market participants, however, indicate that this is not the case, with underlying demand for vessels continuing to support charter rates.

The charter market is therefore expected to maintain its bullish trajectory in the near term, underpinned by the combination of limited vessel supply and sustained demand.

A key factor to watch will be cargo demand following China’s upcoming Golden Week holiday. Any change in cargo volumes after the holiday period could provide a clearer indication of whether the current strength in vessel demand can be sustained, said Alphaliner.

Port delays remove 3m teu of containership capacity

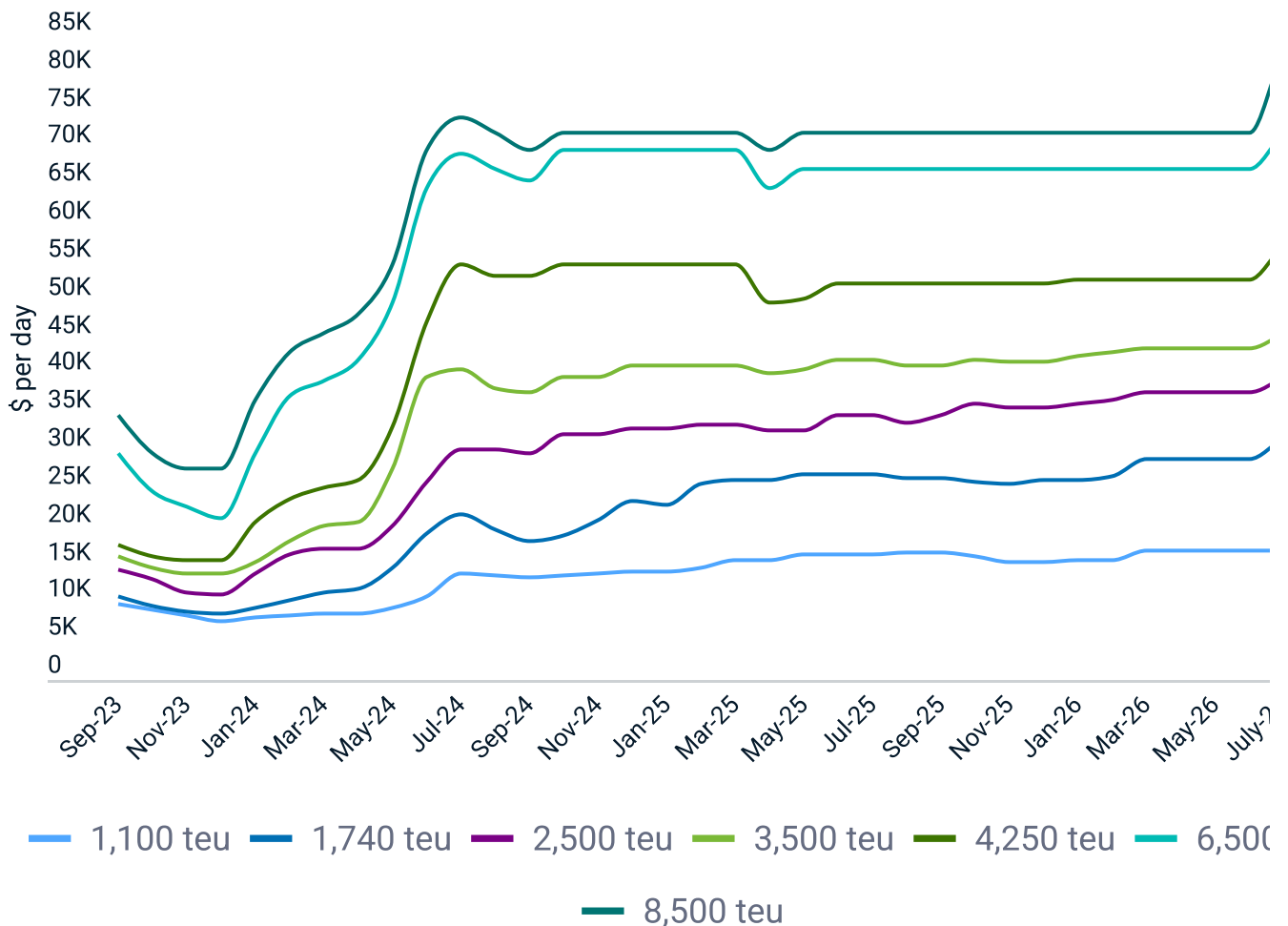
By Peter Guo

28 Sep 2026

Congestion is absorbing 8.5% of the global fleet and may persist into the pre-Chinese New Year cargo peak, according to Sea-Intelligence

[Read the full article here >](#)

Containership average one-year time charter rates



Source: Braemar



Meanwhile, Braemar reports that four recently ordered 10,000 teu newbuildings, understood to have been contracted at a South Korean shipyard by tonnage provider Navios Maritime Partners, have secured employment for five years. Details of the fixture remain limited.

Several 6,000 teu newbuildings have also reportedly secured employment with European container lines recently, while various newbuilding fixtures are understood to have been concluded privately.

Recently reported fixtures included the 4,000 teu *TB Taiyuan* (IMO: 9157648). The charter of the 1997-built vessel was extended by CMA CGM for six months at a strong rate of \$50,000 per day, highlighting continued demand for vintage vessels.

Maersk is said to have fixed the 4,350 teu newbuilding *Zi Yun* for two years at a daily rate of \$45,000, with delivery from the shipyard during December.

The same container line has secured the 3,300 teu newbuilding *Ao Tong 18*, also for two years at \$45,000 per day.

Maersk has been particularly busy securing new tonnage. Multiple newbuildings of between 6,000 teu and 6,500 teu have recently been fixed from Chinese owners and London-headquartered Zodiac Maritime.

Most other reported fixtures were of feeder-type vessels and included Lila Global's 1,368 teu sisterships *Lila Emden* (IMO: 9301134) and *Lila Meppen* (IMO: 9431331). Both ships were secured by Cosco for two years, each at daily rates of \$21,500.

Meanwhile, Mediterranean Shipping Co has extended the charter of 1,118 teu *Mauren* (IMO: 9306251) for two years for \$15,500 per day.

In the small feeder segment, Sea Consortium has fixed the 990 teu *Coffee Star* (IMO: 9437232) and the 868 teu *Atlantic Green* (IMO: 9354404). The former ship was secured for 18 months for \$18,000 per day while *Atlantic Green* was fixed for three months at \$16,150 per day.