

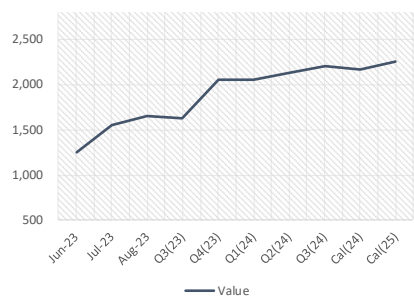
# FIS Container FFA Report

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## FBX01 China/East Asia to North America West Coast

Period	Bid	Offer	Value	Change
Jun-23	1,200	1,300	1,250	-
Jul-23	1,500	1,600	1,550	50
Aug-23	1,600	1,700	1,650	25
Q3(23)	1,575	1,675	1,625	13
Q4(23)	2,000	2,100	2,050	-
Q1(24)	2,000	2,100	2,050	-
Q2(24)	2,050	2,200	2,125	-
Q3(24)	2,100	2,300	2,200	-
Cal(24)	2,090	2,250	2,170	-
Cal(25)	2,150	2,350	2,250	-
Current Spot	1,196.00		+6	
Month to Date	1,367.70			
Year to Date	1,298.48			

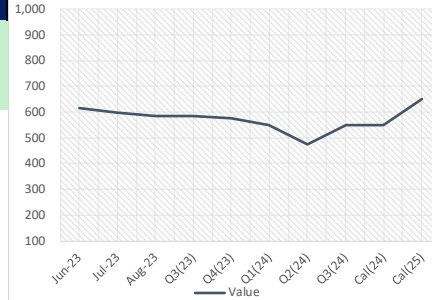
Indicative Forward Curve



## FBX02 North America West Coast to China/East Asia

Period	Bid	Offer	Value	Change
Jun-23	580	650	615	15
Jul-23	570	630	600	15
Aug-23	560	610	585	10
Q3(23)	550	620	585	5
Q4(23)	530	620	575	-
Q1(24)	500	600	550	-
Q2(24)	400	550	475	-
Q3(24)	500	600	550	-
Cal(24)	500	600	550	-
Cal(25)	600	700	650	-
Current Spot	587.00		+5	
Month to Date	640.60			
Year to Date	727.40			

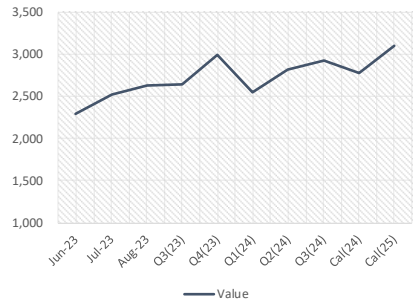
Indicative Forward Curve



## FBX03 China/East Asia to North America East Coast

Period	Bid	Offer	Value	Change
Jun-23	2,200	2,400	2,300	125
Jul-23	2,450	2,600	2,525	50
Aug-23	2,550	2,700	2,625	50
Q3(23)	2,550	2,750	2,650	100
Q4(23)	2,800	3,200	3,000	100
Q1(24)	2,300	2,800	2,550	-
Q2(24)	2,750	2,900	2,825	-
Q3(24)	2,850	3,000	2,925	-
Cal(24)	2,650	2,900	2,775	-
Cal(25)	2,900	3,300	3,100	-
Current Spot	2,189.00		-37	
Month to Date	2,426.05			
Year to Date	2,440.62			

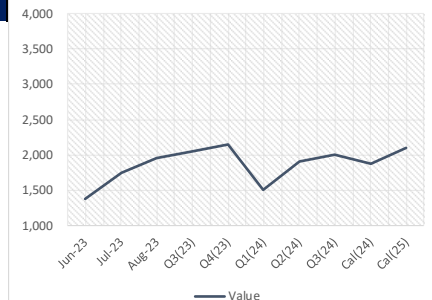
Indicative Forward Curve



## FBX11 China/East Asia to North Europe

Period	Bid	Offer	Value	Change
Jun-23	1,290	1,450	1,370	-
Jul-23	1,650	1,850	1,750	-
Aug-23	1,700	2,200	1,950	-
Q3(23)	1,800	2,300	2,050	-
Q4(23)	1,900	2,400	2,150	-
Q1(24)	1,400	1,600	1,500	-
Q2(24)	1,800	2,000	1,900	-
Q3(24)	1,900	2,100	2,000	-
Cal(24)	1,800	1,950	1,875	-
Cal(25)	2,000	2,200	2,100	-
Current Spot	1,296.00			
Month to Date	1,259.65			
Year to Date	1,916.33			

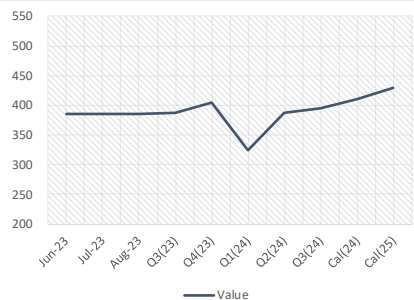
Indicative Forward Curve



## FBX12 North Europe to China/East Asia

Period	Bid	Offer	Value	Change
Jun-23	350	420	385	-
Jul-23	360	410	385	-
Aug-23	360	410	385	-
Q3(23)	360	415	388	-
Q4(23)	370	440	405	-
Q1(24)	300	350	325	-
Q2(24)	350	425	388	-
Q3(24)	360	430	395	-
Cal(24)	380	440	410	-
Cal(25)	400	460	430	-
Current Spot	354.00			
Month to Date	362.80			
Year to Date	359.62			

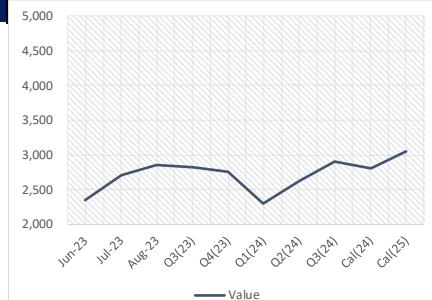
Indicative Forward Curve



## FBX13 China/East Asia to the Mediterranean

Period	Bid	Offer	Value	Change
Jun-23	2,200	2,500	2,350	-
Jul-23	2,500	2,900	2,700	-
Aug-23	2,700	3,000	2,850	-
Q3(23)	2,650	3,000	2,825	-
Q4(23)	2,500	3,000	2,750	-
Q1(24)	2,200	2,400	2,300	-
Q2(24)	2,550	2,700	2,625	-
Q3(24)	2,800	3,000	2,900	-
Cal(24)	2,650	2,950	2,800	-
Cal(25)	2,900	3,200	3,050	-
Current Spot	2,175.00		-17	
Month to Date	2,295.70			
Year to Date	2,932.92			

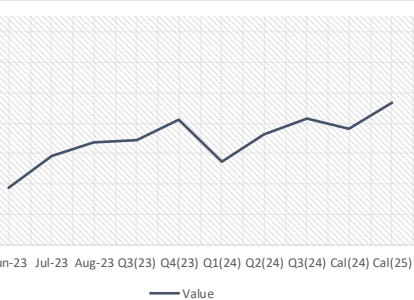
Indicative Forward Curve



## Indicative Basket (Including FBX01,02,03,11,12,13)

Period	Bid	Offer	Value
Jun-23	1,303	1,453	1,378
Jul-23	1,505	1,665	1,585
Aug-23	1,578	1,770	1,674
Q3(23)	1,581	1,793	1,687
Q4(23)	1,683	1,960	1,822
Q1(24)	1,450	1,642	1,546
Q2(24)	1,650	1,796	1,723
Q3(24)	1,752	1,905	1,828
Cal(24)	1,717	1,815	1,766
Cal(25)	1,825	2,035	1,930
Current Spot	1,299.50		
Month to Date	1,392.08		
Year to Date	1,612.56		

Indicative Forward Curve



**Morning Commentary:** Another quiet day in terms of index spot, FBX03 retracing minor gains earlier in the week, down \$37 - with the front of the curve down \$50 to \$125 on value, all of the bid interest sits inside of 2024 (May-Dec'24 strip bid at \$2,800), with activity on the front of the curve on FBX11 and FBX13 coming in offered on Q3'23 and Q4'23. With spot prices remaining week, less has been transacting on physical contracts with capacity shifting away from Asia-Pacific onto Asia-Europe, led by MSC and Maersk.

**(Splash247)** The International Longshore and Warehouse Union Canada has earmarked July 1, Canada Day, for a 72-hour strike at the ports of Vancouver and Prince Rupert as contract negotiations with employers struggle to find an agreement.

**(Loadstar)** MSC leads capacity exodus from transpacific – but Zim bucks the trend.

**(Lloyd's List)** Boxship charter rates fall as newbuilding influx begins to bite. Some 760,000 teu of slot capacity has been added to the fleet since January, with a further 1.5m teu expected by the end of 2023.