Vereinigung Hamburger Schiffsmakler und Schiffsagenten e. V.

New ConTex

Container Ship Time Charter Assessment Index

New ConTex*		334	
09.06.16		12 mos	24 mos
Geared	1100 TEU	$7.248	n.a.
	1700 TEU	$7.402	
	2500 TEU	$6.065	$7.433
Gearless	2700 TEU	$6.167	$7.444
	3500 TEU	$5.651	$7.321
	4250 TEU	$5.162	$7.320

Legend	
up	+ 2% or more
steady up	from +1% to +1,9%
steady	+/- 1 %
steady down	from -1% to -1,9%
down	- 2% or less

**New ConTex evaluation is EXCLUDING 2500/2700/3500/4250 TEU groups for 12 months period*

New ConTex-Commentary - issued: 09.06.16

We saw this week very little changes in the New ConTex who lost only 2 points down to 334 (-0.2 pct) but on a year on year basis it is a 41 pct drop !
The surge in demand observed in the larger sizes (5300 TEU and over) in the past weeks has failed to lift charter rates, which remain at historical lows. The tonnage overhang in these segments, particularly in the overpanamax size (5300-7500 TEU) remains simply too high to trigger a substantial rise in charter rates.
Oversupply in the panamax segment (4000-5000 TEU) continues to recede, but remains quite substantial. Most of this tonnage is available in Asia with very few vessels open in the Atlantic. Against this unfavourable supply backdrop, charter rates remain stuck at rock bottom levels.
The supply of tonnage in the 2700-2900 TEU gearless segment is stable with 13 vessels seeking employment worldwide. Charter rates in this segment remain stuck at low levels with no signs of improvement.
The 2000-2600 TEU geared segment remains oversupplied although the tally of spot vessels is stabilizing.
Charter rates remain generally flat with only marginal improvements observed on certain deals.
Oversupply is on the rise in the 1500-1800 TEU segment, charter rates fail to progress, except for B-170s whose rates have finally started progressing, as they slowly catch up with slightly younger tonnage.
Oversupply is on the rise in the 1000-1200 TEU segment whilst demand is faltering, especially in Asia and the Caribbean where a few spot ships are struggling to secure further employment.
Under 1000 TEU, demand has become anemic in Asia with several vessels of 600-700 TEU struggling to secure further employment. By contrast, the Atlantic and Caribbean markets remain generally more dynamic with a regular flow of enquiries

New ConTex Development

Vessel type		Evaluated Period	Today 09.06.16	Week-on-Week 02.06.16	Change	Change	Month-on-Month 10.05.16	Change	Change	Year-on-Year 09.06.15	Change	Change
New ConTex*			334	336	-2	-0,6%	340	-6	-1,8%	566	-232	-41,0%
New ConTex	1100 TEU	12 mos	$7.248	$7.291	-$43	-0,6%	$7.344	-$96	-1,3%	$8.571	-1.323	-15,4%
	1700 TEU		$7.402	$7.425	-$23	-0,3%	$7.488	-$86	-1,1%	$11.766	-4.364	-37,1%
	2500 TEU	24 mos	$7.433	$7.458	-$25	-0,3%	$7.585	-$152	-2,0%	$13.755	-6.322	-46,0%
	2700 TEU		$7.444	$7.495	-$51	-0,7%	$7.590	-$146	-1,9%	$14.262	-6.818	-47,8%
	3500 TEU		$7.321	$7.399	-$78	-1,1%	$7.481	-$160	-2,1%	$14.639	-7.318	-50,0%
	4250 TEU		$7.320	$7.357	-$37	-0,5%	$7.419	-$99	-1,3%	$15.311	-7.991	-52,2%
	2500 TEU	12 mos	$6.065	$6.065	$0	0,0%	$6.146	-$81	-1,3%	$12.497	-6.432	-51,5%
	2700 TEU		$6.167	$6.131	$36	0,6%	$6.168	-$1	0,0%	$13.166	-6.999	-53,2%
	3500 TEU		$5.651	$5.688	-$37	-0,7%	$5.770	-$119	-2,1%	$13.502	-7.851	-58,1%
	4250 TEU		$5.162	$5.195	-$33	-0,6%	$5.267	-$105	-2,0%	$13.935	-8.773	-63,0%