



New ConTex Container Ship Time Charter Assessment Index

New ConTex*		839	
24.11.22		6 mos	12 mos
Geared	1100 TEU	\$11.615	n.a.
	1700 TEU	\$14.854	
	2500 TEU	\$19.064	
Gearless	2700 TEU	n.a.	\$21.134
	3500 TEU		\$22.913
	4250 TEU		\$25.735

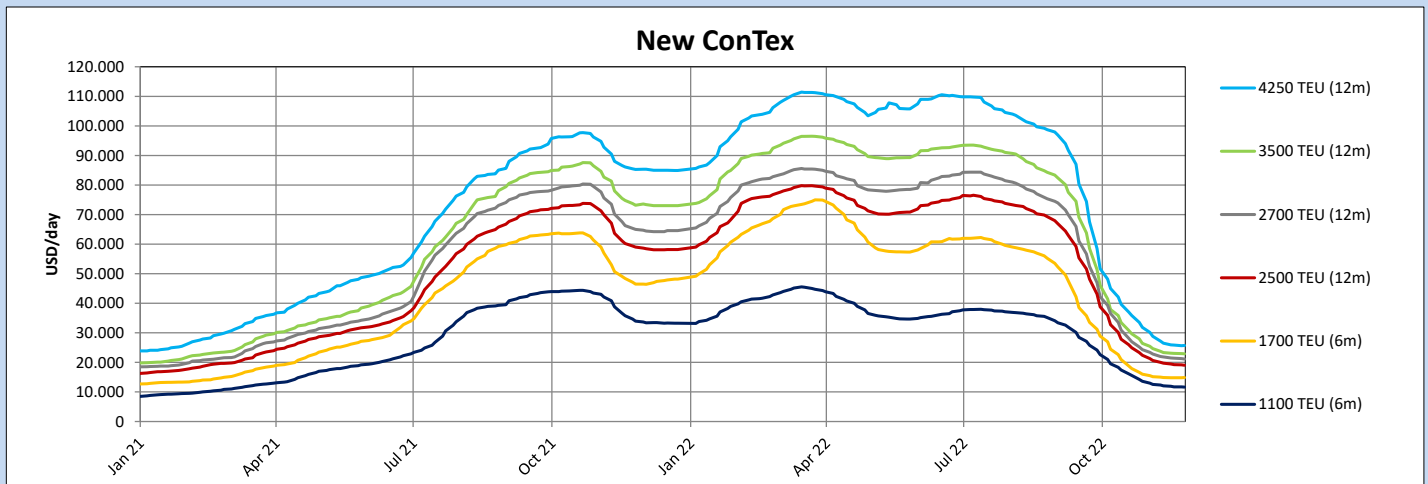
Legend		
↑	up	+ 2% or more
↗	steady up	from +1% to +1,9%
↔	steady	+/- 1 %
↘	steady down	from -1% to -1,9%
↓	down	- 2% or less

*New ConTex evaluation is EXCLUDING 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

New ConTex-Commentary - issued: 24.11.22

After some more active weeks it feels like activity has come down a bit. Accordingly, the New ConTex has moved sideways this week, only declining by six points (0.7%) week-on-week. Rates in all sizes are slightly down again with the exception of the 1700 TEU segment which for 6-month periods is showing 50 USD more than last week. A very marginal improvement though, but it illustrates very well which segment has been the center of attention recently with quite a number of ships having been fixed and where owners could even dare to consider asking for more than 'last done'. Looking at month-on-month figures, all segments are still down by double-digits, which further illustrates the prolonged downturn in rates which we are seeing since Q3 of this year. The consensus is now that basically all sizes have reached the bottom and given the current low activity there is reason to believe that we will continue to see a sideways movement for the rest of the year. What will happen thereafter is the big question. The demand side will probably remain under pressure from falling freight rates which in some trades are already near pre-pandemic levels. It is hard to believe that given the current macro-economic situation this could improve anytime soon. On the other hand, the supply of ships will be at historically low numbers in the sizes relevant for the charter market, potentially getting limited further by new environmental regulations (CII). These will likely become some of the most determining factors going forward, probably causing some kind of a two-tier market where the value of any vessel would highly depend on its environmental impact.

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		24.11.22	17.11.22	Change	Change	25.10.22	Change	Change	25.11.21	Change	Change
New ConTex*		839	845	-6	⇒ -0,7%	1020	-181	↓ -17,7%	2620	-1.781	↓ -68,0%
1100 TEU	6 mos	\$11.615	\$11.725	-\$110	⇒ -0,9%	\$14.275	-\$2.660	↓ -18,6%	\$33.958	-\$22.343	↓ -65,8%
	12 mos	\$10.758	\$10.948	-\$190	⇒ -1,7%	\$13.292	-\$2.534	↓ -19,1%	\$30.042	-\$19.284	↓ -64,2%
1700 TEU	6 mos	\$14.854	\$14.804	\$50	⇒ 0,3%	\$16.617	-\$1.763	↓ -10,6%	\$46.467	-\$31.613	↓ -68,0%
	12 mos	\$14.235	\$14.252	-\$17	⇒ -0,1%	\$15.833	-\$1.598	↓ -10,1%	\$41.521	-\$27.286	↓ -65,7%
2500 TEU	12 mos	\$19.064	\$19.275	-\$211	⇒ -1,1%	\$23.336	-\$4.272	↓ -18,3%	\$59.023	-\$39.959	↓ -67,7%
	24 mos	\$16.105	\$16.236	-\$131	⇒ -0,8%	\$18.859	-\$2.754	↓ -14,6%	\$41.523	-\$25.418	↓ -61,2%
2700 TEU	12 mos	\$21.134	\$21.400	-\$266	⇒ -1,2%	\$25.250	-\$4.116	↓ -16,3%	\$65.023	-\$43.889	↓ -67,5%
	24 mos	\$17.370	\$17.559	-\$189	⇒ -1,1%	\$20.659	-\$3.289	↓ -15,9%	\$45.536	-\$28.166	↓ -61,9%
3500 TEU	12 mos	\$22.913	\$23.060	-\$147	⇒ -0,6%	\$27.975	-\$5.062	↓ -18,1%	\$73.150	-\$50.237	↓ -68,7%
	24 mos	\$19.155	\$19.253	-\$98	⇒ -0,5%	\$22.850	-\$3.695	↓ -16,2%	\$53.785	-\$34.630	↓ -64,4%
4250 TEU	12 mos	\$25.735	\$25.880	-\$145	⇒ -0,6%	\$33.560	-\$7.825	↓ -23,3%	\$85.265	-\$59.530	↓ -69,8%
	24 mos	\$21.990	\$22.195	-\$205	⇒ -0,9%	\$28.025	-\$6.035	↓ -21,5%	\$63.960	-\$41.970	↓ -65,6%
5700 TEU	12 mos	\$34.856	\$34.933	-\$77	⇒ -0,2%	\$41.794	-\$6.938	↓ -16,6%	\$98.056	-\$63.200	↓ -64,5%
6500 TEU	12 mos	\$42.278	\$42.417	-\$139	⇒ -0,3%	\$50.556	-\$8.278	↓ -16,4%	\$103.806	-\$61.528	↓ -59,3%



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