



New ConTex Container Ship Time Charter Assessment Index

New ConTex*		325	
16.03.17		12 mos	24 mos
Gearless	1100 TEU	\$6.318	n.a.
	1700 TEU	\$6.825	
	2500 TEU	\$6.673	
Gearless	2700 TEU	\$6.811	\$7.770
	3500 TEU	\$6.343	\$7.411
	4250 TEU	\$6.106	\$7.729

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

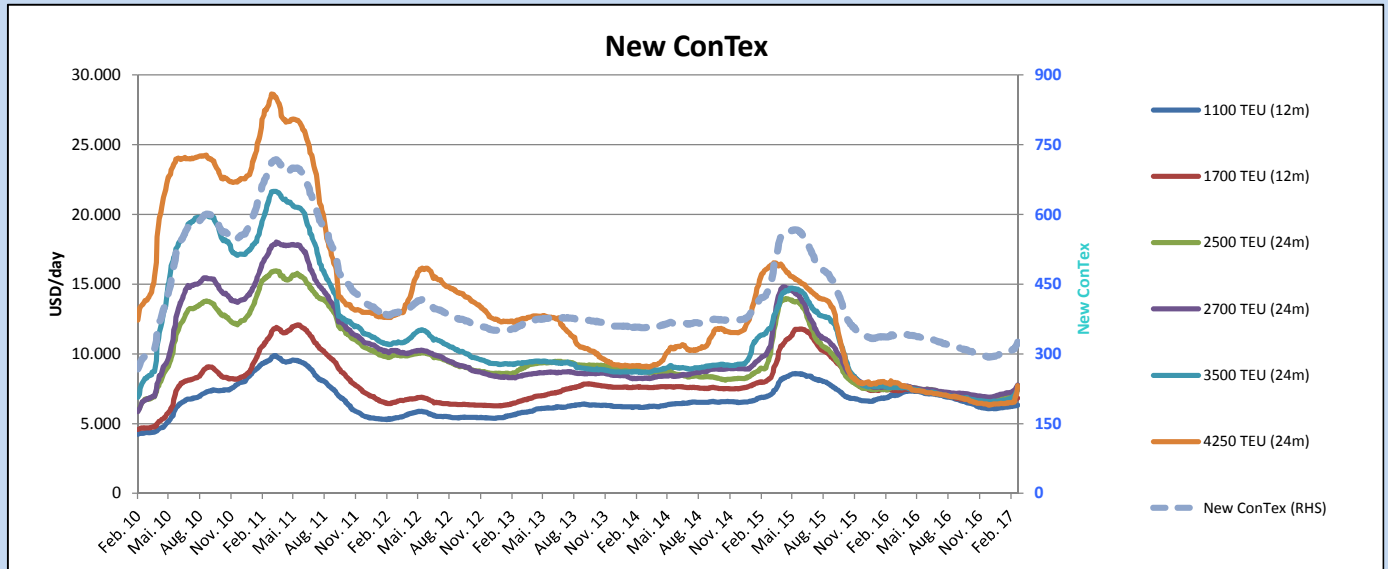
New ConTex-Commentary - issued: 16.03.17

The obvious shortage in the larger size segment with a record number of fixtures is now filtering down to the medium-sizes with a sharp improvement especially on the figures for the 4,250 teu segment of as much as 23% in just one week or even 41.8% on Month-on-Month basis on the 12 months charter rates. Considering this it is no surprise that the New ConTex went up from 314 to 325 points which however is still below the 341 points reported one year ago.

Although overcapacity in general remains extant the number of spot or idle ships is falling sharply across most sizes, except for tonnage under 2,000 teu. As a consequence the 1,100 and 1,700 teu vessels still remain more or less on the same level as last week with only marginal changes.

Following the 4,250 teu segment also the 3,500, 2,700 and 2,500 teu vessels slowly but not to the same extend yet following the present positive development. A combination of second-hand and demolition sales, as well as regular flow of enquiries should further reduce the available capacities. As a result, charter rates have started increasing and it has to be seen if a more substantially rise in the next weeks will be possible.

Vessel type		Evaluated Period	New ConTex Development									
			Today 16.03.17	Week-on-Week		Month-on-Month		Year-on-Year				
			09.03.17	Change	Change	14.02.17	Change	Change	15.03.16	Change	Change	
New ConTex*			314	11	↑ 3,5%	304	21	6,9%	341	-16	-4,7%	
New ConTex	1100 TEU	12 mos	\$6.318	\$6.280	\$38	↘ 0,6%	\$6.192	\$126	2,0%	\$7.064	-746	-10,6%
	1700 TEU		\$6.825	\$6.714	\$111	↗ 1,7%	\$6.636	\$189	2,8%	\$7.402	-577	-7,8%
	2500 TEU		\$7.599	\$7.384	\$215	↑ 2,9%	\$6.994	\$605	8,7%	\$7.617	-18	-0,2%
	2700 TEU	24 mos	\$7.770	\$7.441	\$329	↑ 4,4%	\$7.210	\$560	7,8%	\$7.775	-5	-0,1%
	3500 TEU		\$7.411	\$7.114	\$297	↑ 4,2%	\$6.717	\$694	10,3%	\$7.619	-208	-2,7%
	4250 TEU		\$7.729	\$6.883	\$846	↑ 12,3%	\$6.464	\$1.265	19,6%	\$7.971	-242	-3,0%
2500 TEU	12 mos	\$6.673	\$6.423	\$250	↑ 3,9%	\$6.086	\$587	9,6%	\$6.035	638	10,6%	
2700 TEU		\$6.811	\$6.540	\$271	↑ 4,1%	\$6.307	\$504	8,0%	\$6.294	517	8,2%	
3500 TEU		\$6.343	\$6.022	\$321	↑ 5,3%	\$5.551	\$792	14,3%	\$5.831	512	8,8%	
4250 TEU		\$6.106	\$4.964	\$1.142	↑ 23,0%	\$4.305	\$1.801	41,8%	\$5.785	321	5,5%	



Disclaimer

The brand NewConTex is copyrighted by Vereinigung Hamburger Schiffsmakler und Schiffsagenten e.V. ("VHSS e.V.") and is protected by law. The NewConTex may be published only with the source reference © VHSS e.V. It is distributed to the general public for information purposes only and cannot be relied upon as a trading recommendation and does not constitute a solicitation to trade. The reported information is obtained from market sources. While every effort has been made to ensure the accuracy and the completeness of the NewConTex, VHSS e.V. makes no representations, conditions or warranties of any kind, express or implied, about the completeness, accuracy, reliability, or suitability of the NewConTex. Any reliance you place on the NewConTex is therefore strictly at your own risk. Neither VHSS e.V. nor any of its subsidiaries or affiliates nor any employee of the foregoing shall be liable or have any responsibility for any loss, liability or damage, cost or expense including without limitation, indirect or consequential loss or damage, or any loss or damage whatsoever arising from loss of data or profits arising out of, or in connection with, the use of and the reliance on the NewConTex, save for death or personal injury arising from VHSS e.V. negligence and fraudulent misrepresentation that cannot, under German law, be excluded.