



**New ConTex  
Container Ship Time Charter Assessment Index**

New ConTex*		3016	
02.09.21		6 mos	12 mos
Geared	1100 TEU	\$40.879	n.a.
	1700 TEU	\$60.254	
	2500 TEU	\$67.677	
Gearless	2700 TEU	n.a.	\$74.977
	3500 TEU		\$80.555
	4250 TEU		\$88.035

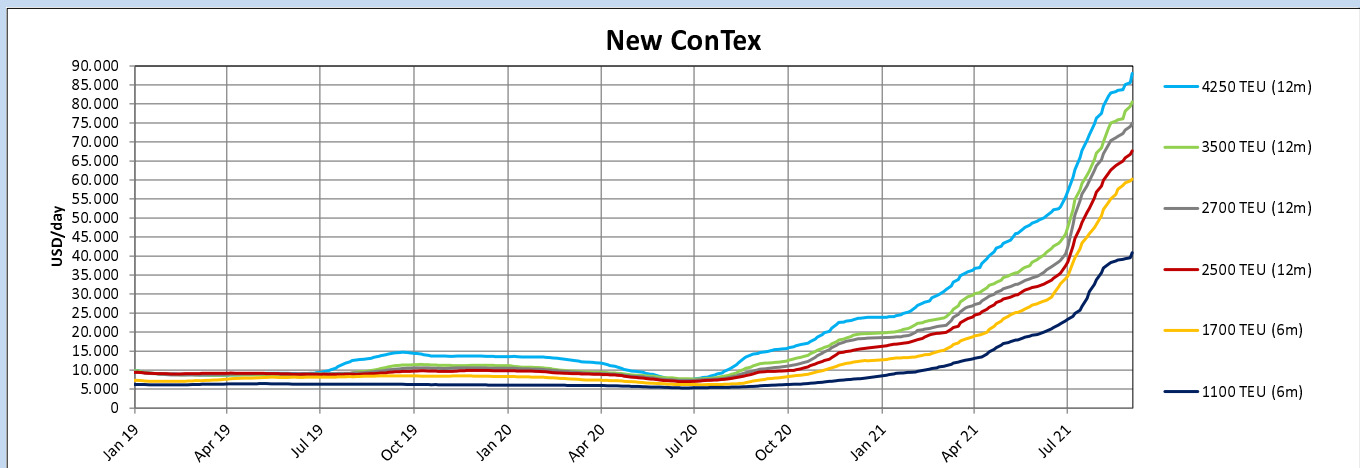
Legend		
↑	up	+ 2% or more
↔	steady up	from +1% to +1,9%
↔	steady	+/- 1%
↔	steady down	from -1% to -1,9%
↓	down	- 2% or less

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

**New ConTex-Commentary - issued: 02.09.21**

It would be safe to say that in week 35 the market exhibited the same dynamics and potential as it did last week (or the weeks before). The parameters of the new "status quo" in shipping markets continue to trigger and feed the increasing trend of the daily TC rates. Such parameters have evolved into fundamental points which dominate the current market. One may identify two fundamental and obvious points: Lack of ships and TC possibilities with industry newcomers. Firstly, the lack of ships is a key variable and has been extensively analyzed therefore there is no reason to elaborate any further. However, one could point out that in the past months more and more ships have been disappearing into very long time charters and this situation hasn't made the market any softer. In fact the opposite is true. Apparently, there are a couple of segments such as the 1700 teu and 1100 teu vessels that, as per NEW CONTEX, seem to be enjoying "steady up" instead of "up" increase in their rate levels. There is the feeling that those segments perhaps have reached their peaks and now they are approximating equilibrium. However, it still appears to be the case that the shorter the period the higher the rate even in those segments. Furthermore, port congestion and lack of boxes has forced many logistics providers, freight forwarders or just merchants seem to take matters into their own hands and start fixing ships on their own. The whole summer has seen numerous colorful fixtures by "exotic" accounts appearing as the Charterers. They offer for short period 6 figure charter rates instead of 5 figure rates for the longer ones. Whether this is a temporary phenomenon that will disappear once line operators can have more empty containers available (and therefore lower tariffs) and when the flow of the whole supply chains has returned to normal, remains to be seen. In its "complicated simplicity" the current market may resemble a bubble-like environment but the demand for more radical chartering solutions is still there and the inherent difficulties of the global supply chain guarantee that it may be so well into 2022. Still all sizes are winners but it would be wise to focus more on the "steady up" changes in autumn-winter 2021.

New ConTex Development											
Vessel type	Evaluated Period	Today 02.09.21	Week-on-Week		Month-on-Month			Year-on-Year			
			26.08.21	Change	Change	03.08.21	Change	Change	03.09.20	Change	Change
<b>New ConTex*</b>		<b>3016</b>	2930	86	↑ 2,9%	2599	417	↑ 16,0%	429	2.587	↑ 603,0%
1100 TEU	6 mos	\$40.879	\$39.313	\$1.566	↑ 4,0%	\$35.625	\$5.254	↑ 14,7%	\$5.861	\$35.018	↑ 597,5%
	12 mos	\$35.267	\$34.654	\$613	↔ 1,8%	\$31.925	\$3.342	↑ 10,5%	\$6.018	\$29.249	↑ 486,0%
1700 TEU	6 mos	\$60.254	\$59.217	\$1.037	↔ 1,8%	\$50.571	\$9.683	↑ 19,1%	\$7.409	\$52.845	↑ 713,3%
	12 mos	\$46.338	\$45.563	\$775	↔ 1,7%	\$39.767	\$6.571	↑ 16,5%	\$7.641	\$38.697	↑ 506,4%
2500 TEU	12 mos	\$67.677	\$65.786	\$1.891	↑ 2,9%	\$58.409	\$9.268	↑ 15,9%	\$9.530	\$58.147	↑ 610,1%
	24 mos	\$43.655	\$43.073	\$582	↔ 1,4%	\$40.241	\$3.414	↑ 8,5%	\$10.109	\$33.546	↑ 331,8%
2700 TEU	12 mos	\$74.977	\$73.114	\$1.863	↑ 2,5%	\$65.332	\$9.645	↑ 14,8%	\$10.264	\$64.713	↑ 630,5%
	24 mos	\$46.623	\$46.014	\$609	↔ 1,3%	\$43.455	\$3.168	↑ 7,3%	\$10.684	\$35.939	↑ 336,4%
3500 TEU	12 mos	\$80.555	\$78.095	\$2.460	↑ 3,2%	\$68.400	\$12.155	↑ 17,8%	\$11.684	\$68.871	↑ 589,4%
	24 mos	\$51.680	\$51.270	\$410	↔ 0,8%	\$48.600	\$3.080	↑ 6,3%	\$12.115	\$39.565	↑ 326,6%
4250 TEU	12 mos	\$88.035	\$85.075	\$2.960	↑ 3,5%	\$77.555	\$10.480	↑ 13,5%	\$14.674	\$73.361	↑ 499,9%
	24 mos	\$62.250	\$61.040	\$1.210	↔ 2,0%	\$58.830	\$3.420	↑ 5,8%	\$14.780	\$47.470	↑ 321,2%
5700 TEU	12 mos	\$98.950	\$96.794	\$2.156	↑ 2,2%	\$89.222	\$9.728	↑ 10,9%	\$18.760	\$80.190	↑ 427,5%
6500 TEU	12 mos	\$106.478	\$104.917	\$1.561	↔ 1,5%	\$97.961	\$8.517	↑ 8,7%	\$20.948	\$85.530	↑ 408,3%



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