



New ConTex Container Ship Time Charter Assessment Index

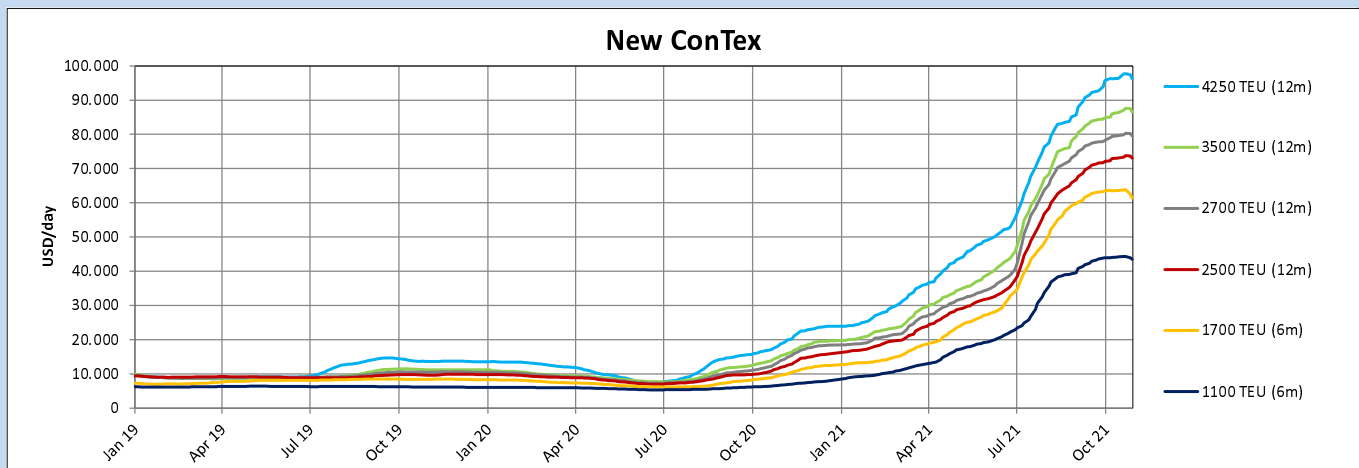
New ConTex*		3209	
28.10.21		6 mos	12 mos
Geared	1100 TEU	\$43.442	n.a.
	1700 TEU	\$61.383	
	2500 TEU	\$73.068	
Gearless	2700 TEU	n.a.	\$79.532
	3500 TEU		\$86.505
	4250 TEU		\$96.215

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:	28.10.21
<p>This week we do experience something, which has n't been seen for the New ConTex since a very long time, i.e. an overall minor decline of 1,8% and a decline within basically all segments.</p> <p>This should however not be considered as a turn-around as this decline is only related to the fact that the extraordinary high rates for the short fixtures (upto 5 months) are presently not achievable any more, i.e. rates of e.g. upto USD 200.000,- per day for 4250 TEU vessels. These vessels are presently fetching "only" low \$90's per day, which is still a stunning rate and more than healthy. The New ConTex is presently still having the problem that is representing a "virtual" market with a lot of guesswork, as the actually fixed periods are mainly above the evaluated periods. The short-term market might however also increase again once the freight market has possibly fully rebounded. So far, we do still see a minor decline for the SCFI after the recent holiday season in Asia.</p> <p>The "normal" period market is still as stable as before and Charterers continue to look at forward positions in 2022. Overall fixing activity continues to be at a slower pace though by the lack of available tonnage. As seen within the last weeks as well Charterers overall trying to keep the periods shorter, but at the same time willing to pay premiums for same.</p> <p>With the continuous congestion in various major ports, which most likely will remain for some time, the market should remain stable for both Charterers and Owners.</p>	

New ConTex Development											
Vessel type	Evaluated Period	Today 28.10.21	Week-on-Week		Month-on-Month			Year-on-Year			
			21.10.21	Change	Change	28.09.21	Change	Change	29.10.20	Change	Change
New ConTex*		3209	3267	-58	↘ -1,8%	3184	25	↗ 0,8%	545	2.664	↑ 488,8%
1100 TEU	6 mos	\$43.442	\$44.342	-\$900	↘ -2,0%	\$43.875	-\$433	↗ -1,0%	\$6.733	\$36.709	↑ 545,2%
	12 mos	\$36.238	\$36.942	-\$704	↘ -1,9%	\$36.613	-\$375	↘ -1,0%	\$6.869	\$29.369	↑ 427,6%
1700 TEU	6 mos	\$61.383	\$63.821	-\$2.438	↘ -3,8%	\$63.308	-\$1.925	↘ -3,0%	\$9.582	\$51.801	↑ 540,6%
	12 mos	\$48.538	\$49.642	-\$1.104	↘ -2,2%	\$48.754	-\$216	↗ -0,4%	\$9.793	\$38.745	↑ 395,6%
2500 TEU	12 mos	\$73.068	\$73.768	-\$700	↗ -0,9%	\$71.745	\$1.323	↗ 1,8%	\$11.872	\$61.196	↑ 515,5%
	24 mos	\$45.536	\$45.907	-\$371	↗ -0,8%	\$45.077	\$459	↗ 1,0%	\$11.946	\$33.590	↑ 281,2%
2700 TEU	12 mos	\$79.532	\$80.305	-\$773	↗ -1,0%	\$77.927	\$1.605	↗ 2,1%	\$13.800	\$65.732	↑ 476,3%
	24 mos	\$49.741	\$49.732	\$9	↗ 0,0%	\$47.995	\$1.746	↗ 3,6%	\$13.454	\$36.287	↑ 269,7%
3500 TEU	12 mos	\$86.505	\$87.595	-\$1.090	↗ -1,2%	\$84.485	\$2.020	↗ 2,4%	\$15.260	\$71.245	↑ 466,9%
	24 mos	\$56.935	\$56.940	-\$5	↗ 0,0%	\$53.025	\$3.910	↗ 7,4%	\$14.904	\$42.031	↑ 282,0%
4250 TEU	12 mos	\$96.215	\$97.710	-\$1.495	↗ -1,5%	\$93.845	\$2.370	↗ 2,5%	\$18.696	\$77.519	↑ 414,6%
	24 mos	\$67.075	\$67.110	-\$35	↗ -0,1%	\$63.600	\$3.475	↗ 5,5%	\$17.643	\$49.432	↑ 280,2%
5700 TEU	12 mos	\$106.472	\$107.725	-\$1.253	↗ -1,2%	\$104.617	\$1.855	↗ 1,8%	\$22.950	\$83.522	↑ 363,9%
6500 TEU	12 mos	\$113.367	\$114.986	-\$1.619	↗ -1,4%	\$112.056	\$1.311	↗ 1,2%	\$25.633	\$87.734	↑ 342,3%



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