



New ConTex Container Ship Time Charter Assessment Index

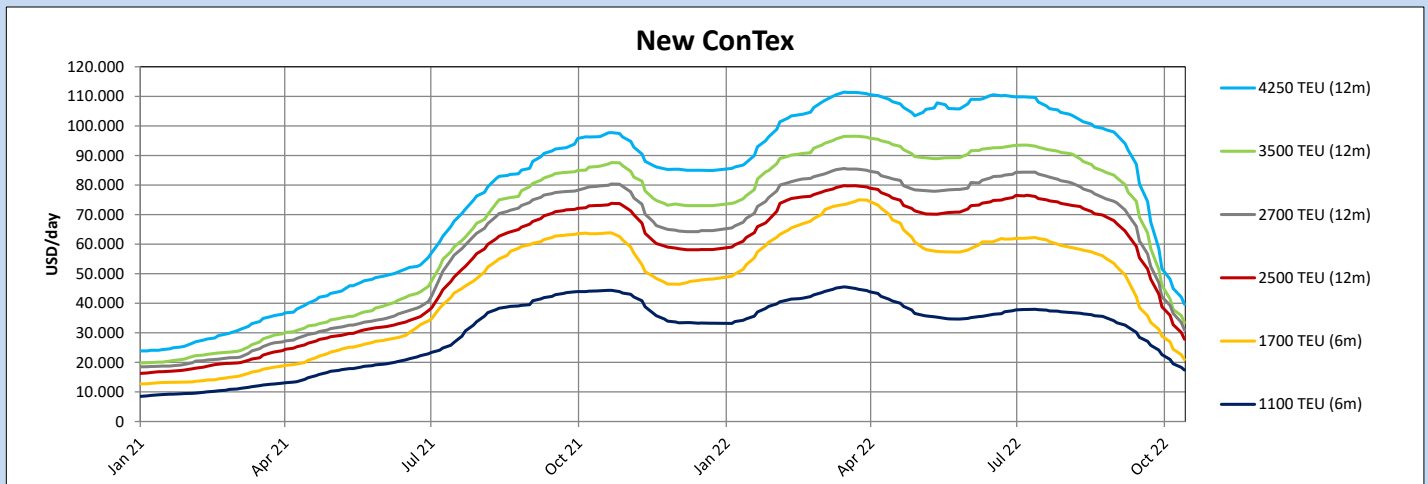
New ConTex*		1235	
		6 mos	12 mos
Geared	1100 TEU	\$17.404	n.a.
	1700 TEU	\$20.917	
	2500 TEU	\$27.864	
Gearless	2700 TEU	n.a.	\$30.932
	3500 TEU		\$33.460
	4250 TEU		\$39.650

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:	13.10.22
<p>This week without any surprise the New ConTex decrease by 13.2 pct and compared to a month ago It is a 51.9 pct drop. The market is in free fall and extremely quiet with a record low number of fixtures caused by a limited demand in most sizes. We are actually in a situation where both Owners and charterers are having to deal with major challenges.</p> <p>Owners on the one hand are facing fast falling charter rates, ever shorter period employments for their ships, a return of options, and a rising supply, with the number of spot vessels slowly but steadily rising. However, the situation is, for now, far from catastrophic, with charter rates evolving at much reduced but still historically strong levels, while the supply of tonnage remains limited but we are hearing a Bangkok Max 1700 teus rumoured to be fixed 8 months at around 14500 usd Which could lead to a massive drop on the New ConTex ; (and 2700 teus are receiving Charterers indication well below 20k usd....).</p> <p>Meanwhile, charterers are also facing significant challenges, having to deal with a rapid fall in cargo demand and freight rates on most routes.</p> <p>In order to stop freight rates from sinking further, carriers have now embarked on substantial capacity cuts including service terminations and blank sailings. This obviously will help improve the cargo environment in the short term but will worsen supply, with more ships becoming redundant, especially in case of service closures. This, in turn, will pressurize both charter and freight rates further down the road, creating a conundrum that could become toxic when the large influx of newbuilding capacity starts being felt, from the second half of 2023 onwards.</p>	

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		13.10.22	06.10.22	Change	Change	13.09.22	Change	Change	14.10.21	Change	Change
New ConTex*		1235	1423	-188	↓ -13,2%	2566	-1.331	↓ -51,9%	3239	-2.004	↓ -61,9%
1100 TEU	6 mos	\$17.404	\$19.523	-\$2.119	↓ -10,9%	\$30.123	-\$12.719	↓ -42,2%	\$44.242	-\$26.838	↓ -60,7%
	12 mos	\$16.229	\$18.386	-\$2.157	↓ -11,7%	\$27.214	-\$10.985	↓ -40,4%	\$36.942	-\$20.713	↓ -56,1%
1700 TEU	6 mos	\$20.917	\$24.455	-\$3.538	↓ -14,5%	\$42.214	-\$21.297	↓ -50,5%	\$63.608	-\$42.691	↓ -67,1%
	12 mos	\$19.450	\$22.591	-\$3.141	↓ -13,9%	\$38.800	-\$19.350	↓ -49,9%	\$49.454	-\$30.004	↓ -60,7%
2500 TEU	12 mos	\$27.864	\$32.727	-\$4.863	↓ -14,9%	\$59.250	-\$31.386	↓ -53,0%	\$73.118	-\$45.254	↓ -61,9%
	24 mos	\$20.795	\$24.705	-\$3.910	↓ -15,8%	\$43.732	-\$22.937	↓ -52,4%	\$45.836	-\$25.041	↓ -54,6%
2700 TEU	12 mos	\$30.932	\$36.568	-\$5.636	↓ -15,4%	\$65.968	-\$35.036	↓ -53,1%	\$79.673	-\$48.741	↓ -61,2%
	24 mos	\$23.655	\$27.591	-\$3.936	↓ -14,3%	\$47.891	-\$24.236	↓ -50,6%	\$49.341	-\$25.686	↓ -52,1%
3500 TEU	12 mos	\$33.460	\$37.875	-\$4.415	↓ -11,7%	\$74.465	-\$41.005	↓ -55,1%	\$86.375	-\$52.915	↓ -61,3%
	24 mos	\$26.350	\$29.960	-\$3.610	↓ -12,0%	\$56.575	-\$30.225	↓ -53,4%	\$55.735	-\$29.385	↓ -52,7%
4250 TEU	12 mos	\$39.650	\$45.010	-\$5.360	↓ -11,9%	\$87.030	-\$47.380	↓ -54,4%	\$96.390	-\$56.740	↓ -58,9%
	24 mos	\$31.200	\$35.235	-\$4.035	↓ -11,5%	\$62.978	-\$31.778	↓ -50,5%	\$65.885	-\$34.685	↓ -52,6%
5700 TEU	12 mos	\$51.167	\$57.778	-\$6.611	↓ -11,4%	\$104.772	-\$53.605	↓ -51,2%	\$106.272	-\$55.105	↓ -51,9%
6500 TEU	12 mos	\$59.111	\$65.667	-\$6.556	↓ -10,0%	\$111.289	-\$52.178	↓ -46,9%	\$113.778	-\$54.667	↓ -48,0%



Disclaimer

The brand NewConTex is copyrighted by Verband Hamburger und Bremer Schiffsmakler e.V. ("VHBS e.V.") and is protected by law. The NewConTex may be published only with the source reference © VHBS 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, VHBS 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 VHBS 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 VHBS e.V. negligence and fraudulent misrepresentation that cannot, under German law, be excluded.