

New ConTex Container Ship Time Charter Assessment Index

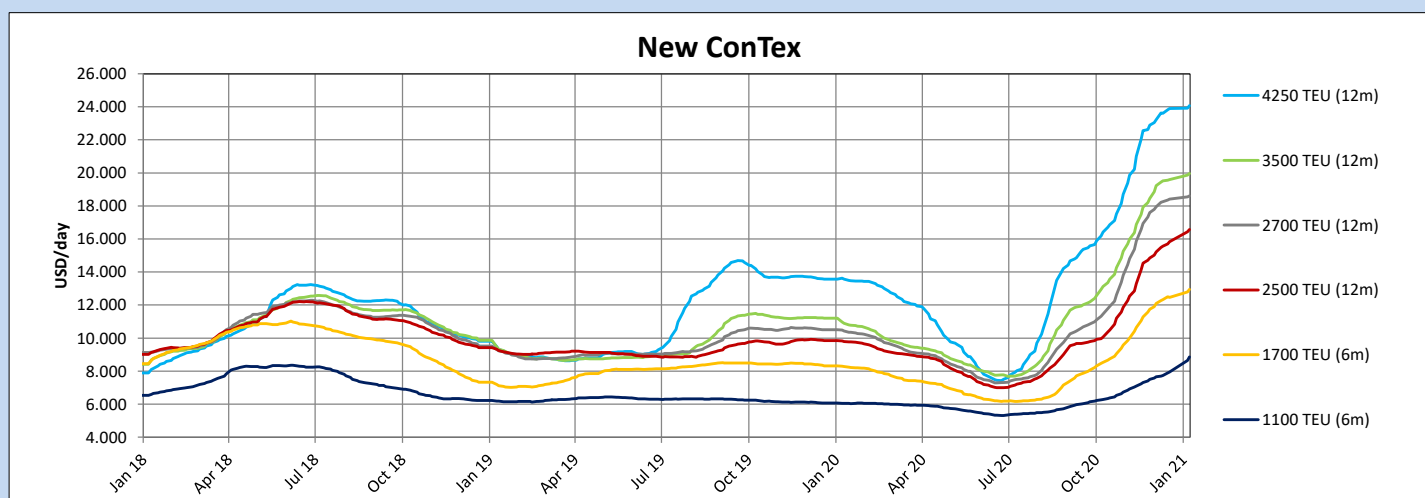
New ConTex*		737	
14.01.21		6 mos	12 mos
Geared	1100 TEU	\$9.129	n.a.
	1700 TEU	\$13.200	
	2500 TEU		
Gearless	2700 TEU	n.a.	\$18.750
	3500 TEU		\$20.120
	4250 TEU		\$24.345

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:		14.01.21
<p>We are within the 2nd full week of 2021 and fortunately nothing has changed in our industry yet. The container freight rates continue to rise, which has once again been reflected in the latest Shanghai Containerized Freight Index. Same is showing new historically record numbers for a number of weeks by now.</p> <p>At the same time the charter market also continued the upward trend. The New ConTex has increased within every segment. While some operators try to stay away from fixing in ships and are possibly in a position to do so, others surely can't and more or less have to accept the terms the Owners are demanding. Such demands also include the longer periods (2 years) within the larger segments of the New ConTex.</p> <p>While there is presently no sign of weakness on the horizon two things to be kept in mind though, which could potentially have an impact on the market development. All liner companies seem to have severe issues with equipment shortage at the moment, especially within the US/Asian region. Thus spot biz sometimes does not immediately materialize due to this shortage and a minor amount of vessels therefore initially remain unfixed. However, they are being quickly absorbed thereafter by another Charterer. Furthermore the worsening Covid-19 situation (with further hard lockdowns being implemented in various countries) could potentially have an overall effect on productivity and on consumer spending. This could potentially lead to a decrease of container traffic, but -as mentioned before- no sign of weakness is on the horizon right now. Therefore Liner Companies and Owners can remain positive for the time being.</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week			Month-on-Month			Year-on-Year		
		14.01.21	07.01.21	Change	Change	15.12.20	Change	Change	14.01.20	Change	Change
New ConTex*		737	726	11	👉 1,5%	699	38	👈 5,4%	428	309	👈 72,2%
1100 TEU	6 mos	\$9.129	\$8.854	\$275	👈 3,1%	\$7.883	\$1.246	👈 15,8%	\$6.046	\$3.083	👈 51,0%
	12 mos	\$8.954	\$8.654	\$300	👈 3,5%	\$7.785	\$1.169	👈 15,0%	\$6.158	\$2.796	👈 45,4%
1700 TEU	6 mos	\$13.200	\$12.940	\$260	👈 2,0%	\$12.500	\$700	👈 5,6%	\$8.231	\$4.969	👈 60,4%
	12 mos	\$12.925	\$12.675	\$250	👉 2,0%	\$12.215	\$710	👈 5,8%	\$8.436	\$4.489	👈 53,2%
2500 TEU	12 mos	\$16.852	\$16.575	\$277	👉 1,7%	\$15.708	\$1.144	👈 7,3%	\$9.763	\$7.089	👈 72,6%
	24 mos	\$15.767	\$15.567	\$200	👉 1,3%	\$14.896	\$871	👈 5,8%	\$10.351	\$5.416	👈 52,3%
2700 TEU	12 mos	\$18.750	\$18.604	\$146	👉 0,8%	\$18.360	\$390	👈 2,1%	\$10.358	\$8.392	👈 81,0%
	24 mos	\$17.581	\$17.571	\$10	👉 0,1%	\$17.471	\$110	👉 0,6%	\$10.819	\$6.762	👈 62,5%
3500 TEU	12 mos	\$20.120	\$19.961	\$159	👉 0,8%	\$19.561	\$559	👈 2,9%	\$10.790	\$9.330	👈 86,5%
	24 mos	\$18.414	\$18.430	-\$16	👉 -0,1%	\$18.200	\$214	👉 1,2%	\$11.326	\$7.088	👈 62,6%
4250 TEU	12 mos	\$24.345	\$24.070	\$275	👉 1,1%	\$23.816	\$529	👈 2,2%	\$13.497	\$10.848	👈 80,4%
	24 mos	\$22.514	\$22.259	\$255	👉 1,1%	\$22.127	\$387	👉 1,7%	\$13.454	\$9.060	👈 67,3%
5700 TEU	12 mos	\$30.985	\$30.620	\$365	👉 1,2%	\$29.750	\$1.235	👈 4,2%	\$18.890	\$12.095	👈 64,0%
6500 TEU	12 mos	\$33.175	\$32.800	\$375	👉 1,1%	\$31.735	\$1.440	👈 4,5%	\$23.120	\$10.055	👈 43,5%



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