



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

New ConTex*		3060	
18.08.22		6 mos	12 mos
Geared	1100 TEU	\$35.805	n.a.
	1700 TEU	\$56.936	
	2500 TEU		\$70.273
Gearless	2700 TEU	n.a.	\$77.000
	3500 TEU		\$85.830
	4250 TEU		\$99.730

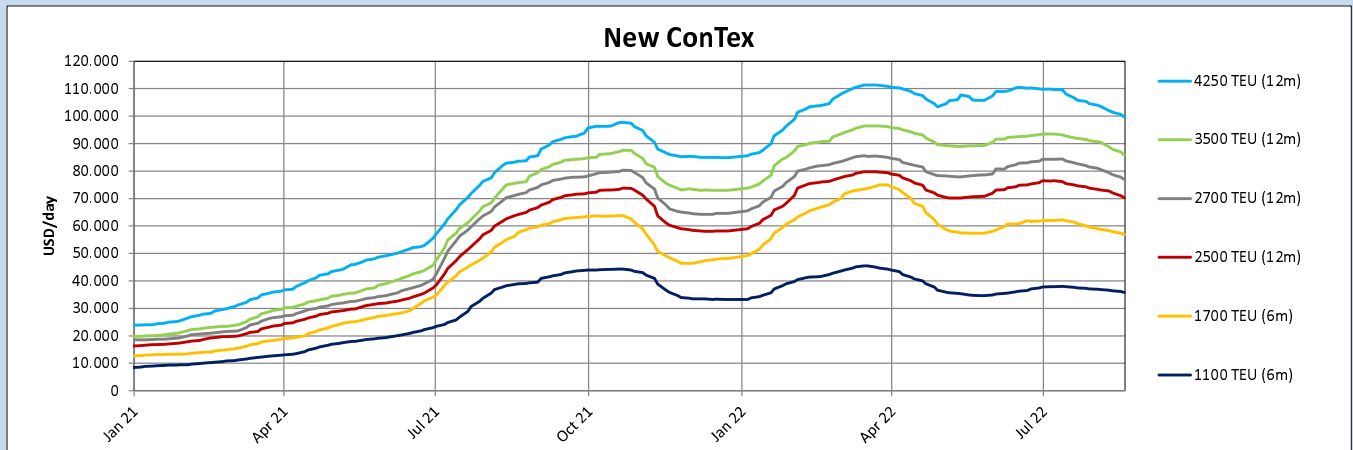
Legend		
↑	up	+ 2% or more
↗	steady up	from +1% to +1,9%
→	steady	+/- 1 %
↘	steady down	from -1% to -1,9%
↓	down	- 2% or less

\*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: 18.08.22**

We are approaching the end of the summer period which, traditionally, signals the beginning of a very active shipping market that normally extends up to Christmas and CNY periods. During the period from September till January the amount of fixtures (and the corresponding freight levels) would determine whether the demand for consumer goods would be strong. The charterers would already know what to expect and based on their volumes they would charter in tonnage for long term (in a strong market) or for incredibly flexible periods (in a bad market). Nevertheless, it should be noted that since the shipping market is still in the process of adjusting to the new global realities in terms of pandemics, geopolitics and, more recently, inflation, charterers as well as owners are now sailing in unchartered waters. On the one hand, the charterers are still recovering from a very hectic year full of vessel purchases and chartering activity. They are very profitable but the uncertainty is still there as the situation with the Ukrainian conflict is still unclear and the prospect of another major conflict in Far East does not make things easier. Even though they are not fixing long positions, they have an appetite for shorter ones. The owners are generally enjoying high rates (at least compared) to 2021 as the New ConTex indicates but they already started to feel the pressure as, in the rare occasion that there is a fixture, the rates will be lower than last done and the periods shorter, regardless of the absence of available tonnage. The week-on-week change of the New ConTex clearly depicts the above paradox.

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		18.08.22	11.08.22	Change	Change	19.07.22	Change	Change	19.08.21	Change	Change
<b>New ConTex*</b>		3060	3123	-63 ↓	-2,0%	3277	-217 ↓	-6,6%	2864	196 ↑	6,8%
1100 TEU	6 mos	\$35.805	\$36.441	-\$636 ↓	-1,7%	\$37.717	-\$1.912 ↓	-5,1%	\$38.958	-\$3.153 ↓	-8,1%
	12 mos	\$31.777	\$32.845	-\$1.068 ↓	-3,3%	\$34.792	-\$3.015 ↓	-8,7%	\$34.513	-\$2.736 ↓	-7,9%
1700 TEU	6 mos	\$56.936	\$57.973	-\$1.037 ↓	-1,8%	\$61.477	-\$4.541 ↓	-7,4%	\$57.550	-\$614 ↓	-1,1%
	12 mos	\$51.232	\$52.450	-\$1.218 ↓	-2,3%	\$56.529	-\$5.297 ↓	-9,4%	\$44.729	\$6.503 ↑	14,5%
2500 TEU	12 mos	\$70.273	\$72.023	-\$1.750 ↓	-2,4%	\$75.018	-\$4.745 ↓	-6,3%	\$64.136	\$6.137 ↑	9,6%
	24 mos	\$51.523	\$52.645	-\$1.122 ↓	-2,1%	\$55.295	-\$3.772 ↓	-6,8%	\$42.705	\$8.818 ↑	20,6%
2700 TEU	12 mos	\$77.000	\$78.682	-\$1.682 ↓	-2,1%	\$83.045	-\$6.045 ↓	-7,3%	\$71.455	\$5.545 ↑	7,8%
	24 mos	\$55.995	\$56.932	-\$937 ↓	-1,6%	\$60.073	-\$4.078 ↓	-6,8%	\$45.636	\$10.359 ↑	22,7%
3500 TEU	12 mos	\$85.830	\$87.925	-\$2.095 ↓	-2,4%	\$92.115	-\$6.285 ↓	-6,8%	\$75.795	\$10.035 ↑	13,2%
	24 mos	\$64.275	\$65.675	-\$1.400 ↓	-2,1%	\$68.335	-\$4.060 ↓	-5,9%	\$50.810	\$13.465 ↑	26,5%
4250 TEU	12 mos	\$99.730	\$101.390	-\$1.660 ↓	-1,6%	\$106.725	-\$6.995 ↓	-6,6%	\$83.550	\$16.180 ↑	19,4%
	24 mos	\$74.280	\$76.005	-\$1.725 ↓	-2,3%	\$79.450	-\$5.170 ↓	-6,5%	\$60.145	\$14.135 ↑	23,5%
5700 TEU	12 mos	\$118.011	\$119.194	-\$1.183 ↓	-1,0%	\$122.311	-\$4.300 ↓	-3,5%	\$96.133	\$21.878 ↑	22,8%
6500 TEU	12 mos	\$124.028	\$125.000	-\$972 ↓	-0,8%	\$129.139	-\$5.111 ↓	-4,0%	\$104.361	\$19.667 ↑	18,8%



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