

## New ConTex Container Ship Time Charter Assessment Index

Ne	w ConTex*	740				
	16.03.23	6 mos	12 mos			
ρ	1100 TEU	\$12.298	n.a.			
Geared	1700 TEU	\$14.783	II.d.			
Ğ	2500 TEU		\$16.905			
SSS	2700 TEU	n.a.	\$17.264			
Gearless	3500 TEU		\$18.400			
	4250 TEU		\$19.508			

Legend							
1	up + 2% or more						
<b>7</b>	steady up	from +1% to +1,9%					
$\Rightarrow$	steady	+/- 1 %					
2	steady down	from -1% to -1,9%					
•	down	- 2% or less					

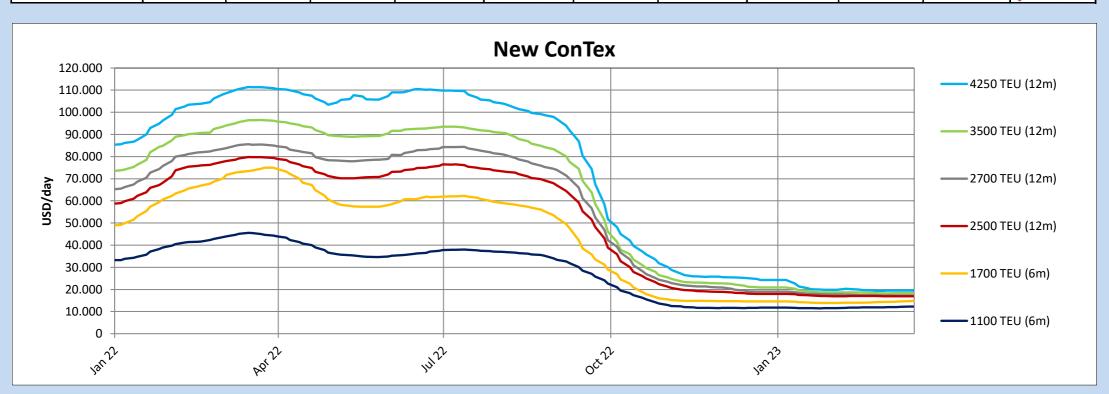
\*New ConTex evaluation is EXCLUDING 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

New ConTex-Commentary - issued:	16.03.23
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We will start the commentary with last week sentence: New ConTex increased 4 points to 740 again driven predominantly by the 1100 TEU and 1700 TEU feeders, all other sectors only marginally moving in either direction. This is a sign the charter market continues to evolve favourably with demand gathering pace across most size segments. Supply meanwhile is tight, especially for prompt tonnage, with the number of spot ships decreasing. Against this backdrop, charter rates are showing a slight upward movement which is expected to become more tangible in the coming weeks, as demand for tonnage is forecast to remain strong in the foreseeable future. Optimism is therefore clearly back, with the short term indeed looking reasonably promising for them.

However, the principal threat hanging over the market, that is the colossal orderbook, has not gone away. This year, 340 newbuild container vessels of all sizes for a capacity of just under 2.4 M teu will hit the water, only a large and continuous wave of ship demolitions and a recovering cargo demand could mitigate the problem.

New ConTex Development														
Vessel ture	Evaluated	Today	Week-on-Week			Month-on-Month				Year-on-Year				
Vessel type	Period	16.03.23	09.03.23	Change	Cl	hange	14.02.23	Change	С	hange	17.03.22	Change		Change
New ConTex*		740	736	4	$\Rightarrow$	0,5%	735	5	$\Rightarrow$	0,7%	3575	-2.835	1	-79,3%
1100 TEU	6 mos	\$12.298	\$12.125	\$173	Z7	1,4%	\$11.831	\$467	1	3,9%	\$45.446	-\$33.148	1	-72,9%
	12 mos	\$11.346	\$11.204	\$142	Z7	1,3%	\$11.019	\$327	1	3,0%	\$40.683	-\$29.337	4	-72,1%
1700 TEU	6 mos	\$14.783	\$14.598	\$185	Z7	1,3%	\$14.031	\$752	1	5,4%	\$73.650	-\$58.867	4	-79,9%
	12 mos	\$14.215	\$13.954	\$261	27	1,9%	\$13.302	\$913	1	6,9%	\$66.321	-\$52.106	4	-78,6%
2500 TEU	12 mos	\$16.905	\$16.918	-\$13	<b>-&gt;</b>	-0,1%	\$17.048	-\$143	-	-0,8%	\$79.714	-\$62.809	<b>→</b>	-78,8%
	24 mos	\$14.780	\$14.711	\$69	<b>&gt;</b>	0,5%	\$14.634	\$146		1,0%	\$57.827	-\$43.047	<b>→</b>	-74,4%
2700 TEU	12 mos	\$17.264	\$17.282	-\$18	$\Rightarrow$	-0,1%	\$17.516	-\$252	2	-1,4%	\$85.395	-\$68.131	4	-79,8%
	24 mos	\$15.368	\$15.359	\$9	$\Rightarrow$	0,1%	\$15.418	-\$50		-0,3%	\$62.959	-\$47.591	4	-75,6%
3500 TEU	12 mos	\$18.400	\$18.350	\$50	<b>-&gt;</b>	0,3%	\$18.628	-\$228	2	-1,2%	\$96.450	-\$78.050	<b>→</b>	-80,9%
	24 mos	\$16.390	\$16.323	\$67	$\Rightarrow$	0,4%	\$16.498	-\$108		-0,7%	\$73.915	-\$57.525	1	-77,8%
4250 TEU	12 mos	\$19.508	\$19.518	-\$10	$\Rightarrow$	-0,1%	\$20.005	-\$497	<b>4</b>	-2,5%	\$111.300	-\$91.792	4	-82,5%
	24 mos	\$17.398	\$17.278	\$120	<b>-</b>	0,7%	\$17.735	-\$337	2	-1,9%	\$84.615	-\$67.217	4	-79,4%
5700 TEU	12 mos	\$26.583	\$26.453	\$130	$\Rightarrow$	0,5%	\$26.661	-\$78	<b>-&gt;</b>	-0,3%	\$125.028	-\$98.445	1	-78,7%
6500 TEU	12 mos	\$30.756	\$30.728	\$28	$\Rightarrow$	0,1%	\$31.150	-\$394	2	-1,3%	\$132.222	-\$101.466	1	-76,7%



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