

New ConTex Container Ship Time Charter Assessment Index

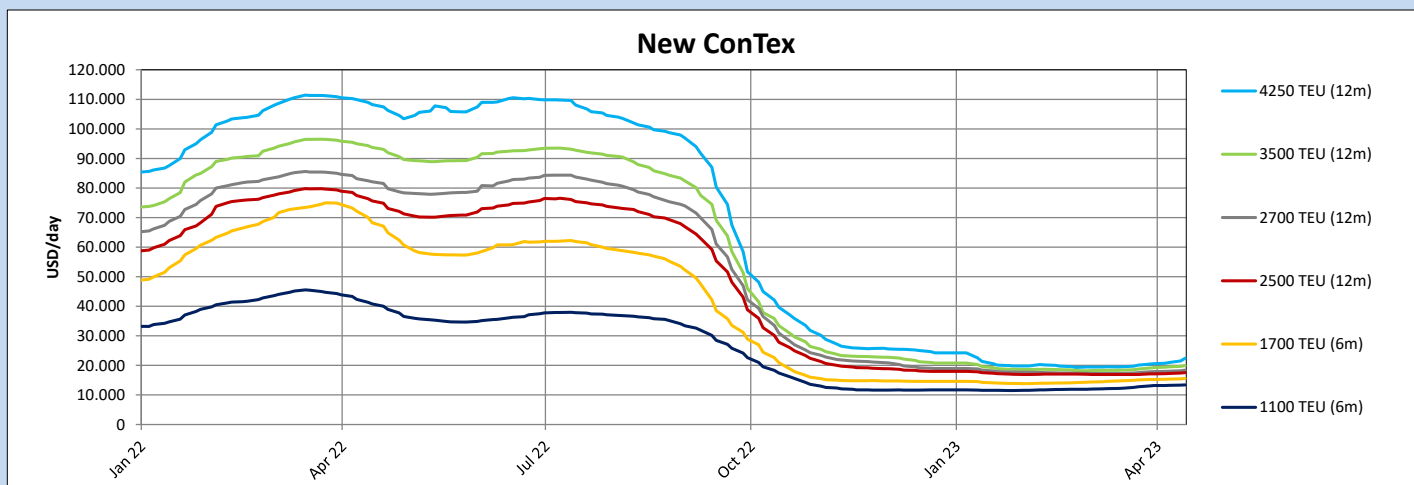
New ConTex*		797	
13.04.23		6 mos	12 mos
Geared	1100 TEU	\$13.421	n.a.
	1700 TEU	\$15.569	
	2500 TEU	\$17.543	
Gearless	2700 TEU	n.a.	\$18.380
	3500 TEU		\$19.945
	4250 TEU		\$22.405

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:		13.04.23
<p>There has been a lot of speculation lately by owners as well as charterers on what direction the market will take. Some claimed stability in rates. Others, more pessimistic, predicted a deep shipping crisis intensified by the recent financial malaise of a few key banks and the always present inflation. Still, fewer others predicted a much stronger market throughout the whole 2023. While nobody is 100% right (or wrong) with their estimates, it seems that the general sentiment is fairly positive in the market these days. The chartering requirements are still there. There is substantial demand for 1700-2800 teu vessels and this is depicted by the steady upward trend of the New ConTex in those segment whereas the interest in Panamax and Post-Panamaxes is fairly strong and healthy exhibiting an unstoppable positive trend. Two factors result in this situation: a) Lack of available tonnage (obvious) and b) charterers are confident of increased volumes during the peak summer seasons (not so obvious). The owners are not in a hurry to fix as they enjoy decent stable rates and are certain that the market may even go further up. On the other hand, the charterers see that despite their efforts, they cannot put enough pressure on the rates because they are still in need of more ships. Furthermore, we are talking about a market environment of very tight supply. The charterers know that if they are not quick to fix now then the vessels will be lost to competition and the next available tonnage will be more expensive. It is this peculiar "arms race" that keeps the rates up and the big charterers active on all fronts. Chartering as well as SnP.</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		13.04.23	06.04.23	Change	Change	14.03.23	Change	Change	14.04.22	Change	Change
New ConTex*		797	780	17	↑ 2,2%	738	59	↑ 8,0%	3386	-2.589	↓ -76,5%
1100 TEU	6 mos	\$13.421	\$13.250	\$171	↗ 1,3%	\$12.217	\$1.204	↑ 9,9%	\$40.750	-\$27.329	↓ -67,1%
	12 mos	\$12.883	\$12.713	\$170	↗ 1,3%	\$11.288	\$1.595	↑ 14,1%	\$37.258	-\$24.375	↓ -65,4%
1700 TEU	6 mos	\$15.569	\$15.377	\$192	↗ 1,2%	\$14.725	\$844	↑ 5,7%	\$68.250	-\$52.681	↓ -77,2%
	12 mos	\$15.127	\$14.967	\$160	↗ 1,1%	\$14.115	\$1.012	↑ 7,2%	\$61.979	-\$46.852	↓ -75,6%
2500 TEU	12 mos	\$17.543	\$17.307	\$236	↗ 1,4%	\$16.914	\$629	↑ 3,7%	\$75.614	-\$58.071	↓ -76,8%
	24 mos	\$15.902	\$15.523	\$379	↑ 2,4%	\$14.780	\$1.122	↑ 7,6%	\$55.009	-\$39.107	↓ -71,1%
2700 TEU	12 mos	\$18.380	\$18.043	\$337	↗ 1,9%	\$17.264	\$1.116	↑ 6,5%	\$82.068	-\$63.688	↓ -77,6%
	24 mos	\$16.784	\$16.368	\$416	↑ 2,5%	\$15.373	\$1.411	↑ 9,2%	\$60.341	-\$43.557	↓ -72,2%
3500 TEU	12 mos	\$19.945	\$19.525	\$420	↑ 2,2%	\$18.353	\$1.592	↑ 8,7%	\$93.700	-\$73.755	↓ -78,7%
	24 mos	\$18.155	\$17.795	\$360	↑ 2,0%	\$16.380	\$1.775	↑ 10,8%	\$71.430	-\$53.275	↓ -74,6%
4250 TEU	12 mos	\$22.405	\$20.985	\$1.420	↑ 6,8%	\$19.490	\$2.915	↑ 15,0%	\$108.230	-\$85.825	↓ -79,3%
	24 mos	\$20.235	\$19.070	\$1.165	↑ 6,1%	\$17.323	\$2.912	↑ 16,8%	\$81.940	-\$61.705	↓ -75,3%
5700 TEU	12 mos	\$28.694	\$27.600	\$1.094	↑ 4,0%	\$26.561	\$2.133	↑ 8,0%	\$121.983	-\$93.289	↓ -76,5%
6500 TEU	12 mos	\$33.650	\$32.211	\$1.439	↑ 4,5%	\$30.750	\$2.900	↑ 9,4%	\$128.806	-\$95.156	↓ -73,9%



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