



New ConTex Container Ship Time Charter Assessment Index

New ConTex*		834	
27.04.23		6 mos	12 mos
Geared	1100 TEU	\$13.685	n.a.
	1700 TEU	\$16.398	
	2500 TEU	\$18.120	
Gearless	2700 TEU	n.a.	\$19.223
	3500 TEU		\$21.255
	4250 TEU		\$23.868

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: 27.04.23

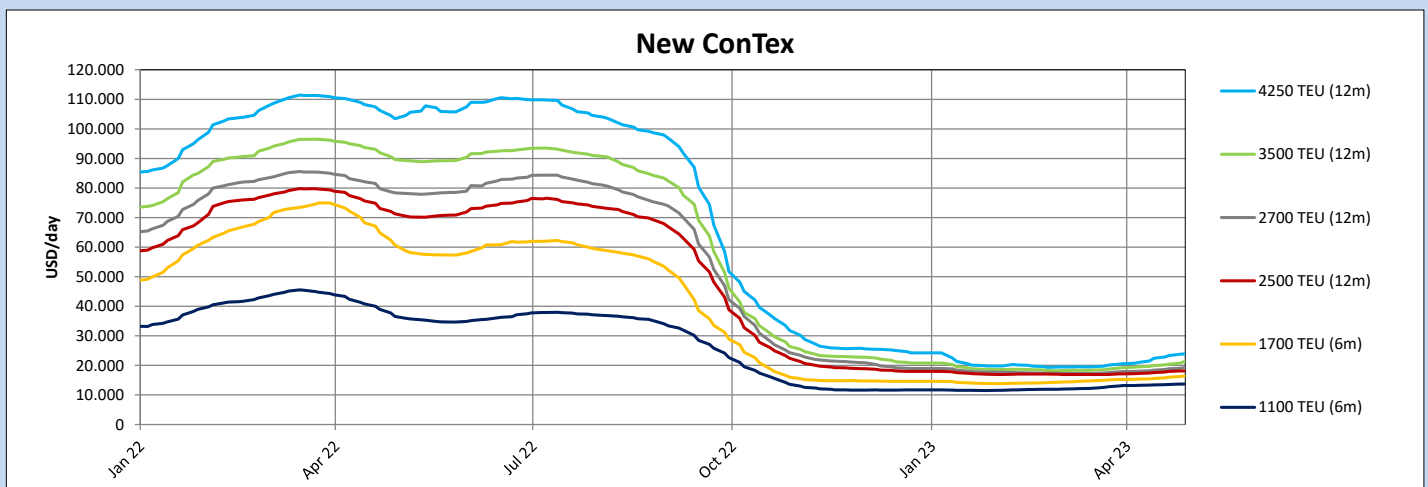
The New ConTex is continuing its winning streak, gaining 2.1% w-o-w and 8.7% m-o-m. Market sentiment is still very much positive with a further decrease in vessel supply both in the Atlantic and in Asia, supporting rate increases across the board.

Freight rates seem to have bottomed out and are on the way up again in many trades, offering some relief for liner companies which had to cope with the anomaly of rising charter rates and falling freight levels over the past months. Much will depend on their ability to manage capacities but there seem to be divergent strategies with one major European charterer being responsible for a considerable share of charter deals made recently, while others are mainly making headlines with redeliveries and sublet positions.

When looking at the various size segments, all are showing green arrows, but some fare better than others. Remarkable to see panamaxes being the star-performers of the past months, winning almost 17% m-o-m. Also 1700 TEU ships are getting fixed away quickly, particularly the very much sought-after eco types. And while we have seen a 3100 TEU ship in the Atlantic fixing even a 3 year period this week, it is not as easy for 2800 TEU vessels to find longer periods. On the other hand, there is no shortage of employment options with shorter durations at still relatively healthy levels. The weakest size are the 1100s but also here the trend is positive and the Atlantic market is actually really bullish.

Next week will probably be a slow one with Labour Week holidays having an impact on activity, but the short-term outlook for the next quarters is not too bad as long as the availability of charter ships will remain as tight as it is now. Longer-term prospects remain difficult though, given the huge orderbook and a lot of macroeconomic as well as geopolitical question marks.

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		27.04.23	20.04.23	Change	Change	28.03.23	Change	Change	28.04.22	Change	Change
New ConTex*		834	817	17	↑ 2,1%	767	67	↑ 8,7%	3163	-2.329	↓ -73,6%
1100 TEU	6 mos	\$13.685	\$13.565	\$120	↗ 0,9%	\$13.031	\$654	↑ 5,0%	\$36.583	-\$22.898	↓ -62,6%
	12 mos	\$13.075	\$13.013	\$62	↗ 0,5%	\$12.360	\$715	↑ 5,8%	\$32.288	-\$19.213	↓ -59,5%
1700 TEU	6 mos	\$16.398	\$15.973	\$425	↑ 2,7%	\$15.204	\$1.194	↑ 7,9%	\$60.667	-\$44.269	↓ -73,0%
	12 mos	\$15.713	\$15.402	\$311	↑ 2,0%	\$14.790	\$923	↑ 6,2%	\$55.646	-\$39.933	↓ -71,8%
2500 TEU	12 mos	\$18.120	\$17.973	\$147	↗ 0,8%	\$17.098	\$1.022	↑ 6,0%	\$71.273	-\$53.153	↓ -74,6%
	24 mos	\$16.491	\$16.302	\$189	↗ 1,2%	\$15.164	\$1.327	↑ 8,8%	\$52.045	-\$35.554	↓ -68,3%
2700 TEU	12 mos	\$19.223	\$18.877	\$346	↗ 1,8%	\$17.816	\$1.407	↑ 7,9%	\$78.386	-\$59.163	↓ -75,5%
	24 mos	\$17.427	\$17.157	\$270	↗ 1,6%	\$15.918	\$1.509	↑ 9,5%	\$57.409	-\$39.982	↓ -69,6%
3500 TEU	12 mos	\$21.255	\$20.415	\$840	↑ 4,1%	\$19.095	\$2.160	↑ 11,3%	\$89.650	-\$68.395	↓ -76,3%
	24 mos	\$19.390	\$18.450	\$940	↑ 5,1%	\$17.150	\$2.240	↑ 13,1%	\$67.700	-\$48.310	↓ -71,4%
4250 TEU	12 mos	\$23.868	\$23.339	\$529	↑ 2,3%	\$20.438	\$3.430	↑ 16,8%	\$103.400	-\$79.532	↓ -76,9%
	24 mos	\$21.963	\$21.415	\$548	↑ 2,6%	\$18.433	\$3.530	↑ 19,2%	\$78.278	-\$56.315	↓ -71,9%
5700 TEU	12 mos	\$30.400	\$29.567	\$833	↑ 2,8%	\$27.217	\$3.183	↑ 11,7%	\$117.444	-\$87.044	↓ -74,1%
6500 TEU	12 mos	\$35.544	\$34.417	\$1.127	↑ 3,3%	\$31.406	\$4.138	↑ 13,2%	\$124.667	-\$89.123	↓ -71,5%



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